

Appendix A

Public Participation Process, Outreach, and Written Responses

Public Participation Process

The CMS, as an ongoing transportation planning process, offers ample and varied opportunities for comment. The CMS reaches out to the public primarily via MPO/CTPS-sponsored workshops and other public forums. In some cases, the outreach consists of a presentation of CMS products; in other cases the CMS has distributed reading materials related to the CMS process; and visual presentations of CMS-collected data have also been provided. In addition, the MAPC subregional planning groups have been a forum for the CMS to reach out to the local governments and interested citizens. Comments are also welcomed at any time through the MPO's general-purpose channels for receiving input from the public, including its website.

The development process for this CMS report included a visit with each of the MAPC subregional planning groups. This occurred to ensure that any mobility concerns the local governments may have to offer (in addition to those highlighted by the CMS) are documented. And, of course, the Boston MPO's Transportation Planning and Programming Committee reviewed the document before it was published. In addition, transportation planning studies that result from the CMS monitoring effort are performed with advisory task forces.

CMS Outreach

In October and November of 2003, the CMS project team visited the MAPC subregional groups. CTPS distributed a memorandum that contained findings from the CMS monitoring as well as recommendations of studies and projects supported by the CMS. The subregional groups were asked to provide feedback on the findings, including corrections, additional mobility concerns of note, and priorities for future project planning and programming.

The dates of the CMS outreach meetings are as follows:

October 15, 2003	MetroWest Growth Management Committee
October 16, 2003	SouthWest Advisory Planning Council
November 5, 2003	Inner Core Subcommittee
November 12, 2003	North Suburban Planning Council
November 13, 2003	North Shore Task Force
November 13, 2003	Minuteman Advisory Group on Interlocal Coordination
November 19, 2003	Three Rivers Interlocal Council
November 20, 2003	South Shore Coalition

Attached are the written comments that were provided in response to the outreach meetings. Comments were submitted by the MetroWest Growth Management Committee and Neponset Valley Chamber of Commerce.

Appendix B

Performance Measures—Tables and Graphics (Maps)

- 1. MONITORED CMS ROADWAY NETWORK, LIST OF ROADWAYS (TABLE)**
- 2. TRAVEL SPEED DIAGRAMS, ARTERIAL ROADWAYS (MORNING & EVENING PEAK-PERIOD, BY SUBREGION)***
- 3. SPEED INDEX DIAGRAMS, ARTERIAL ROADWAYS (MORNING & EVENING PEAK-PERIOD, BY SUBREGION)***
- 4. TRAVEL SPEED DIAGRAMS, LIMITED-ACCESS HIGHWAYS (MORNING & EVENING PEAK-PERIOD, BY SUBREGION)***
- 5. SIGNALIZED INTERSECTIONS WITH HIGH DELAY, BY SUBREGION (MAPS)***
- 6. TOP 25 CRASH LOCATIONS, BY SUBREGION (TABLES)***
- 7. CRASH LOCATIONS, BY SUBREGION (MAPS)***
- 8. AVERAGE DAILY TRAFFIC, 1996–2001, BY SUBREGION (MAPS)***
- 9. BUS ROUTE PERFORMANCE: PEAK PERIOD MOBILITY CONCERNS, BY SUBREGION (MAPS)***
- 10. CURRENT TIP PROJECTS (MAPS)***
- 11. BICYCLE FACILITIES, BY SUBREGION (MAPS)***

*** Please refer to the enclosed CD-ROM for access to these tables and maps.**

Table B.1. Monitored CMS Roadways

Route	Limits	Most Recent Date Monitored
<i>Arterial Roadways (Urban Street Class III)</i>		
Route 1A (far north)	Route 62 (Elliot Street), Beverly, to Ipswich-Rowley TL	Fall 2002
Route 1A (north)	Route 16, Revere, to Route 62 (Elliot Street), Beverly	Spring 2001
Route 1A (south)	Enterprise Drive, Dedham, to Wrentham/Plainville TL	Spring 2003
Route 1 (north)	Lowell Street, Peabody, to Ipswich-Rowley TL	Spring 2002
Rte 2A (west)	Littleton/Groton TL to Route 2, Concord-Lincoln	Spring 2002
Rte 2A (middle)	Route 2, Lincoln-Concord, to Lowell Street, Lexington	Spring 2002
Rte 2A (east)	Route 2A at Lowell St, Lexington to Route 3/3A, Arlington	Fall 2002
Route 3/3A (north)	Billerica/Burlington TL to Alewife Brook Parkway, Cambridge	Spring 2001
Route 3A (south)	I-93/Neponset Circle, Boston, to Route 3, Exit 10, Duxbury	Spring 2001
Route 4	Billerica/Bedford TL to Route 2, Lexington	Spring 2002
Route 14	Route 3A, Duxbury, to Pembroke/Hanson TL	Spring 1999
Route 16 (east)	Concord Avenue Rotary, Cambridge, to Route 1A, Revere	Spring 2002
Route 16 (middle)	Concord Street, Newton, to Concord Avenue Rotary, Cambridge	Spring 2001
Route 16 (west)	Hopedale/Milford TL to Concord St, Newton	Fall 2001
Route 18	Route 53, Weymouth, to Abington/Weymouth TL	Fall 2002
Route 20	Marlborough/Northborough TL to Kenmore Square, Boston	Spring 2002
Route 27	Route 24, Brockton, to Route 225, Westford	Spring 2003
Route 28 (north)	North Reading/Andover TL to Leverett Circle signal, Boston	Fall 2001
Route 28 (south)	Arlington Street, Boston, to Randolph/Avon TL	Spring 2001
Route 30 (east)	Route 9, Framingham, to Packard's Corner, Route 20, Boston	Fall 2002
Route 30 (west)	Westborough/Southborough TL to Route 9, Framingham	Fall 2002
Route 37	Route 28, Brockton to I-93, Exit 8 Rotary, Quincy	Fall 2002
Route 38	Lowell TL to Route 28, Somerville	Spring 2003

Table B.1. Monitored CMS Roadways

Route	Limits	Most Recent Date Monitored
Route 53	Route 3A/Washington Street, Quincy, to Route 3A, Kingston	Spring 2001
Route 60	Route 20/Main Street, Waltham, to Route 1A/60 Rotary (Mahoney/Bell Circle), Revere	Spring 2001
Route 62 (east)	Route 127/Lothrop Street, Beverly, to Route 28, North Reading	Spring 2003
Route 62 (west)	Route 28, North Reading, to I-495, Berlin	Fall 2001
Route 85	Route 117, Bolton, to Route 16, Milford	Fall 2002
Route 99	Rutherford Avenue at Sullivan Square, Boston, to Route 1, Saugus	Spring 2001
Route 107	Route 16, Revere, to Route 1A/Winter Street, Salem	Fall 2001
Route 109	VFW Parkway at Boston/Dedham TL to Millis/Medfield TL	Spring 2001
Route 114	North Andover/Middleton TL to Ocean Avenue, Marblehead	Spring 2002
Route 115	Route 27, Sherborn, to Route 1A, Norfolk	Winter 1999
Route 117	Lancaster/Bolton TL to Route 20, Waltham	Spring 2002
Route 119	Groton/Littleton TL to Route 2A/110/King Street, Littleton	Spring 2002
Route 123	Abington/Rockland TL to Route 3A, Scituate	Fall 2002
Route 126	Route 2, Concord, to MA/RI State Line, Bellingham	Fall 2001
Route 129	Billerica/Wilmington TL to Ocean Avenue, Marblehead	Spring 2001
Route 129A	Boston Street/Broadway to Route 1A/New Ocean Street, Lynn	Spring 2001
Route 135 (east)	Framingham/Natick TL to I-95, Exit 17, Dedham	Fall 2001; Spring 2002
Route 135 (west)	Westborough/Hopkinton TL to Framingham/Natick TL	Fall 2002
Route 138	Easton/Stoughton TL to Route 28, Milton	Spring 2003
Route 139	Route 138, Stoughton, to Route 14, Kingston	Fall 2002
Route 140	Hopedale/Milford TL to Foxborough/Mansfield TL	Fall 2002
Route 203	I-93/Neponset Circle, Boston, to Route 9, Boston	Spring 2003
Route 228	Route 3, Rockland, to Nantasket Beach, Hull	Fall 1998

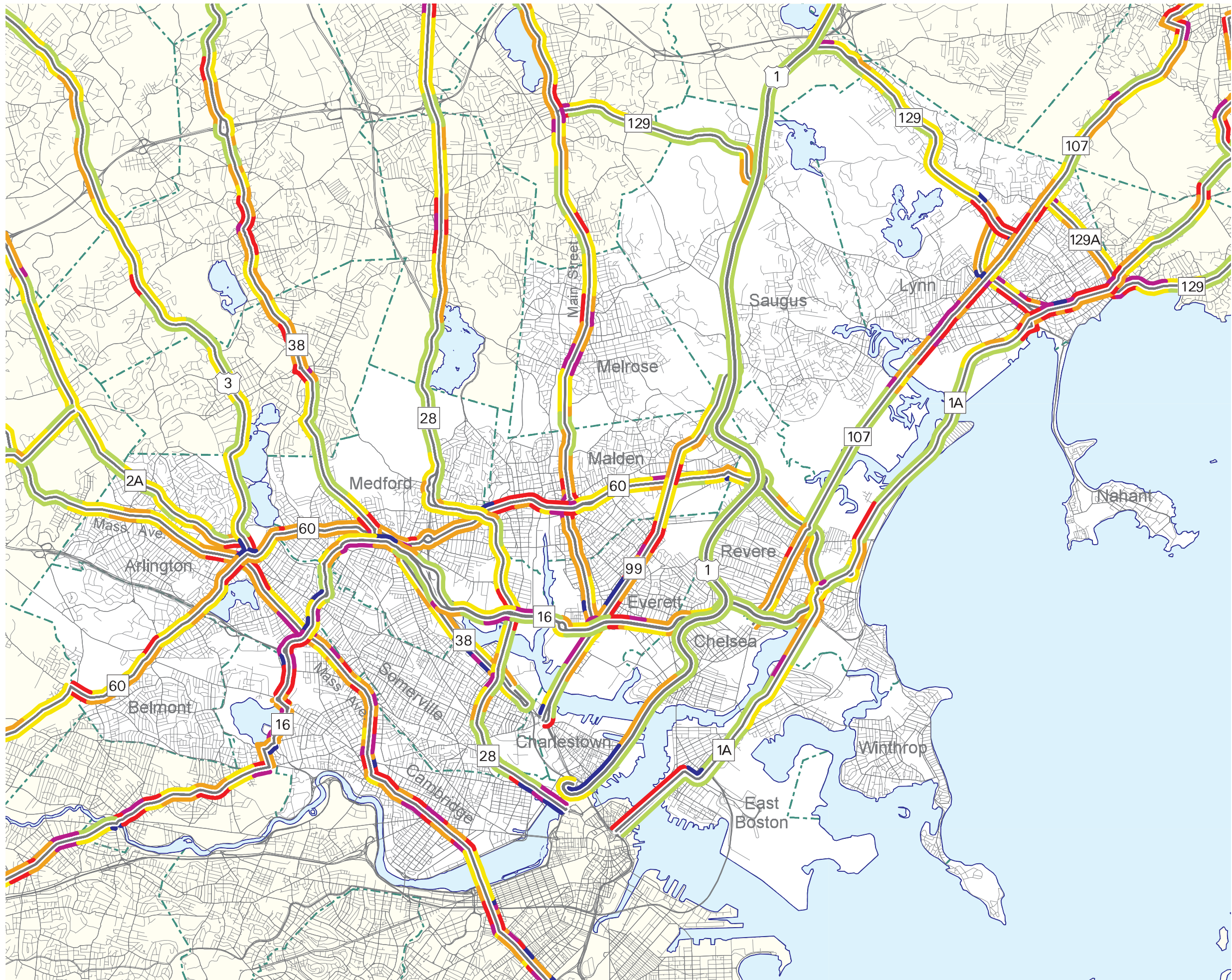
Table B.1. Monitored CMS Roadways

Route	Limits	Most Recent Date Monitored
Beacon Street	Washington Street, Newton, to Arlington Street, Boston	Fall 1996
Fresh Pond Parkway	Route 16 at Huron Avenue, Cambridge, to Soldiers Field Road at Eliot Bridge, Boston	1995-1998
Furnace Brook Parkway	Quincy Shore Drive to I-93, Exit 8 Rotary, Quincy	Fall 2002
Jamaicaway	Centre Street to Route 9, Huntington Avenue, Boston	Spring 2003
Main Street	Main Street Everett-Malden-Melrose-Wakefield: Route 99 to I-95	Spring 2003
& North Avenue	Main Street to I-95/Route 128, Wakefield	Spring 2003
Mass. Ave.	Wood Street, Lexington, to Melnea Cass Blvd., Boston	Fall 1996
Middlesex Turnpike (& Lowell Street)	Billerica/Bedford TL to Rte 2A at Lowell Street, Lexington	Fall 2002
S. Main Street	I-95 (Exit 8) to Route 27, Sharon	Spring 2003
Washington Street	Mass. Ave., Boston, to Route 1A (Elm Street), Dedham	Spring 2003
VFW Parkway	Arborway/Centre Street, Boston, to Enterprise Drive, Dedham	Spring 2003
<i>Arterial Roadways (Urban Street Class I/II, roadways with some limited-access control)</i>		
Route 1A (lower north)	Callahan/Sumner Tunnels, Boston, to Route 16/Mahoney Circle, Revere	Spring 2000
Route 1 (North—upper)	Route 60 (Copeland Circle), Revere, to Lowell Street, Peabody	Spring 2000
Route 1 (South)	I-495 Wrentham/Plainville to Enterprise Drive, Dedham	Spring 2003
Route 2	I-95 on-ramp, Lexington, to Route 27 off-ramp, Acton	Fall 1999
Route 9 (east)	Reservoir Road, Brookline, to Natick/Wellesley TL	Spring 2002
Route 9 (west)	Natick/Wellesley TL to I-495, Westborough	Fall 2002
Storrow Drive and Soldiers Field Road	Route 28/Leverett Circle, Boston, to Eliot Bridge, Boston	Spring 2000

Table B.1. Monitored CMS Roadways

Route	Limits	Most Recent Date Monitored
Limited-Access Highways		
Route 1 (North-lower)*	I-93, Boston, to Route 60 (Copeland Circle), Revere	Spring 2000
Route 2	Route 16/Alewife Brook Parkway, Cambridge, to I-95/Route 128, Lexington	Fall 1999
Route 3 (North)	I-95/Route 128, Burlington, to New Hampshire State Line	Fall 1999
Route 3 (South)	Route 14 (Exit 11), Duxbury, to I-93 (Exit 20), Braintree	Spring 1999
Route 24	I-495, Bridgewater, to I-93/Route 128, Randolph	Fall 1999
Route 128 (North)	Route 22/Essex Street (Exit 18), Beverly, to I-95, Peabody	Fall 1999
Route 128/I-95 (North)	I-95, Peabody, to I-93, Woburn/Reading	Fall 1999
Route 128/I-95 (Northwest)	I-93, Woburn/Reading, to Route 9 (Exit 20), Wellesley	Fall 1999
Route 128/I-95 (Southwest)	Route 9 (Exit 20), Wellesley, to I-95/I-93, Canton	Fall 1999
I-93 (South) <i>(popularly referred to as Route 128)</i>	I-95/I-93, Canton, to Route 3 at Southeast Expressway, Braintree	Fall 1999
I-93 (North, Lower)	I-95/Route 128 (Exit 37), Reading, to Storrow Drive (Exit 26), Boston	Spring 2000
I-93 (North, Upper)	New Hampshire State Line to I-95/Route 128 (Exit 37), Reading	Spring 2000
I-93 (Southeast Expressway)	Route 3 split (Exit 20), Braintree, to Storrow Drive merge, Boston	Spring & Fall 2000
I-95 (South)	I-495 (Exit 6), Foxborough, to Route 128, Canton	Fall 1999
I-495 (North)	Route 125 (Exit 51), Haverhill, to Route 2 (Exit 29), Littleton	Spring 2000
I-495 (Middle/West)	Route 2 (Exit 29), Littleton, to Route 109 (Exit 19), Milford	Spring 2000
I-90/Mass. Turnpike	Exit 13, Natick, to I-93/Central Artery, Boston	Fall 1999 & Spring 2000

* Evaluated as an Urban Class I roadway, due to lower design speeds



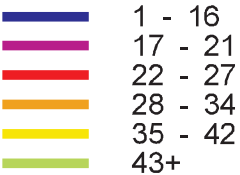
AVERAGE TRAVEL SPEEDS

**AM Peak Period
Inner Core (Upper)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	1999-2000
Route 1A*	2001
* South of Mahoney Circle	

Average Speed (mph)



URBAN ARTERIAL CLASS III

Routes Monitored	Year
Main St.	2003
Mass. Ave.	1996-1997
Route 1A**	2001
Route 2A	2002
Route 3	2001
Route 16	2001-2002
Route 28	2001
Route 38	2003
Route 60	2001
Route 99	2001
Route 107	2001
Route 129	2001
Route 129A	2001

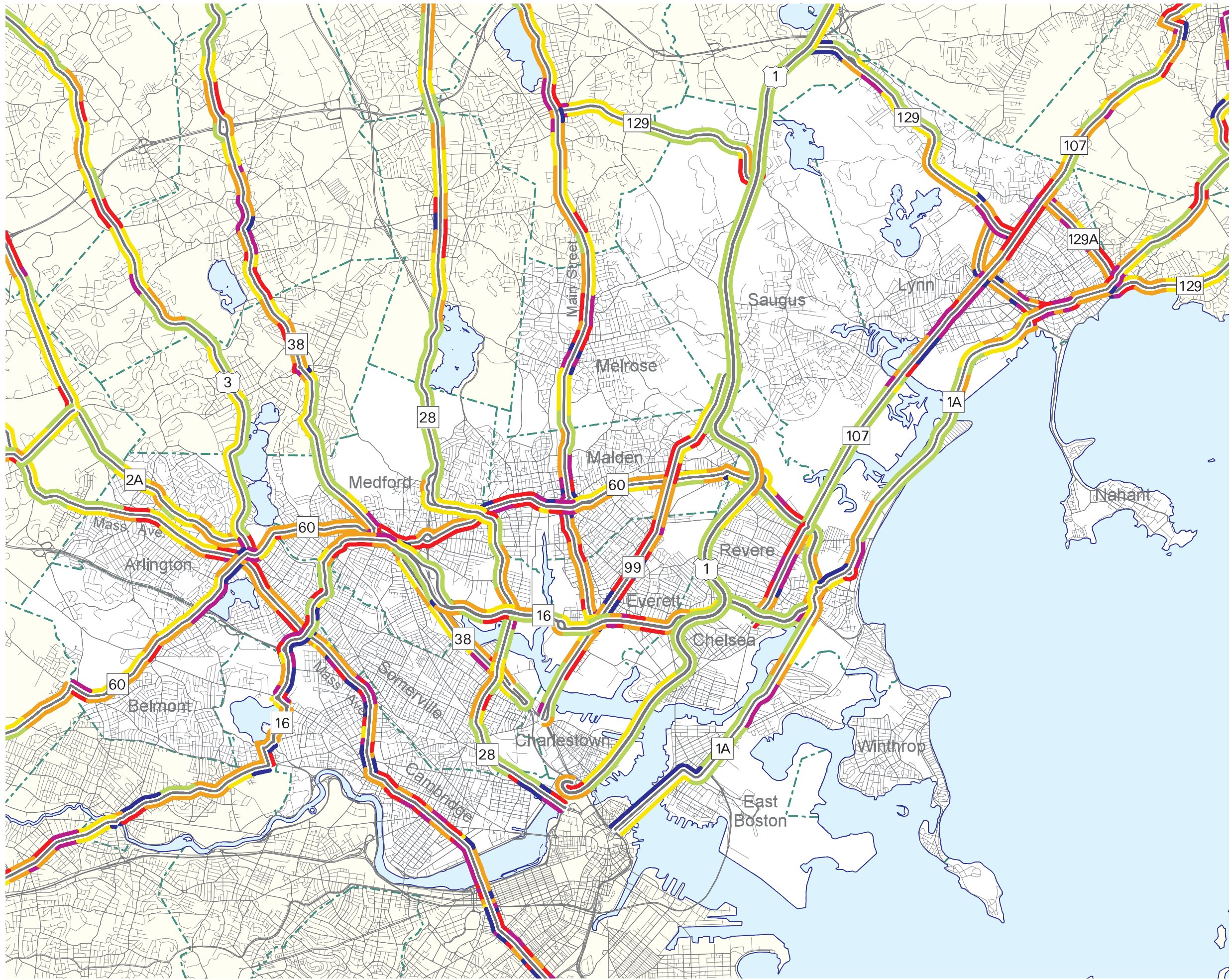
** North of Mahoney Circle

Average Speed (mph)



BOSTON MPO
Congestion
Management
System

CTPS



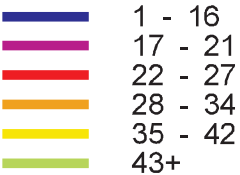
AVERAGE TRAVEL SPEEDS

**PM Peak Period
Inner Core (Upper)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	1999-2000
Route 1A*	2001
* South of Mahoney Circle	

Average Speed (mph)



URBAN ARTERIAL CLASS III

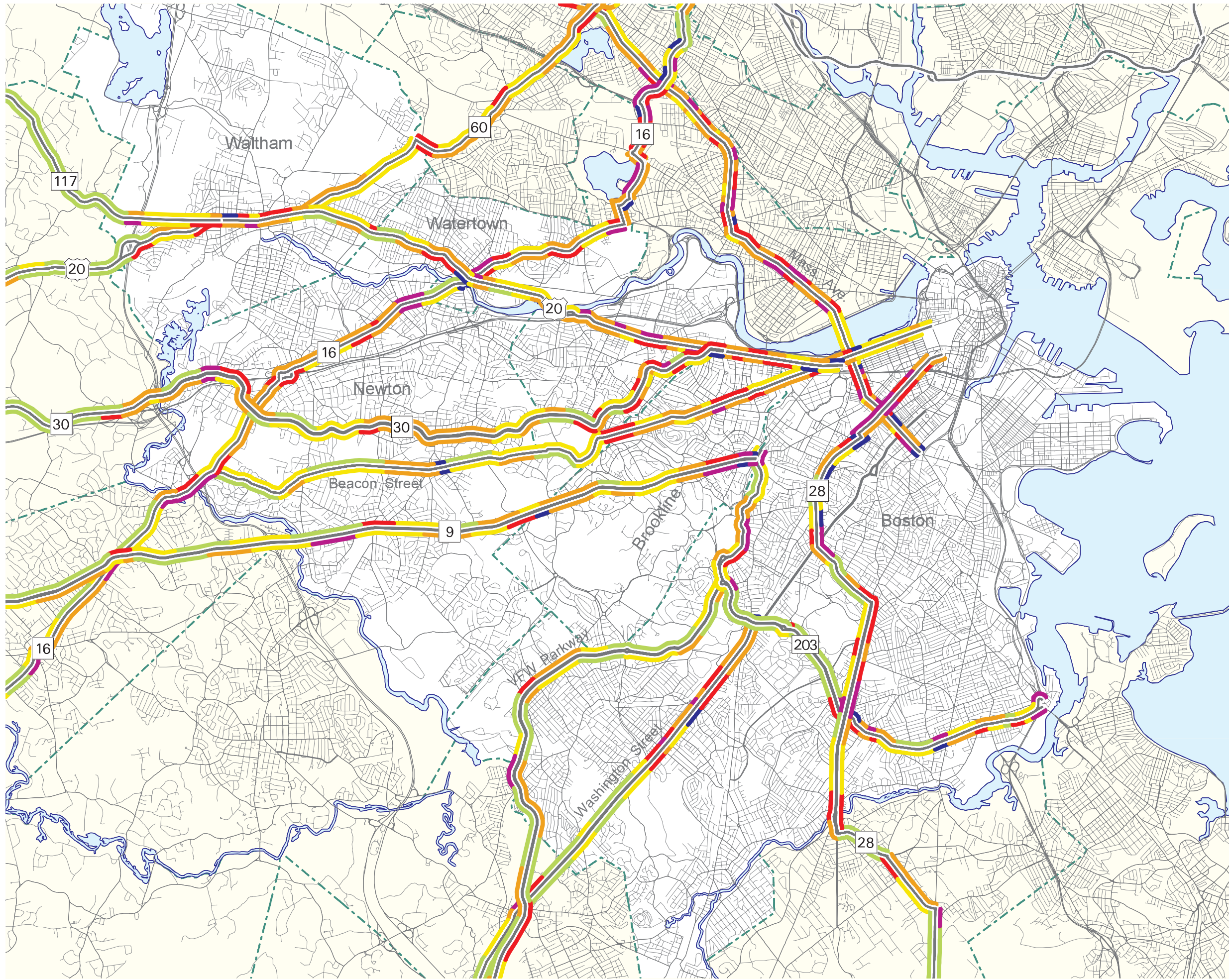
Routes Monitored	Year
Main St.	2003
Mass. Ave.	1996-1997
Route 1A**	2001
Route 2A	2002
Route 3	2001
Route 16	2001-2002
Route 28	2001
Route 38	2003
Route 60	2001
Route 99	2001
Route 107	2001
Route 129	2001
Route 129A	2001

** North of Mahoney Circle

Average Speed (mph)



BOSTON MPO
Congestion
Management
System



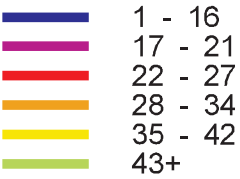
AVERAGE TRAVEL SPEEDS

**AM Peak Period
Inner Core (Middle)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 9	2002

Average Speed (mph)



URBAN ARTERIAL CLASS III

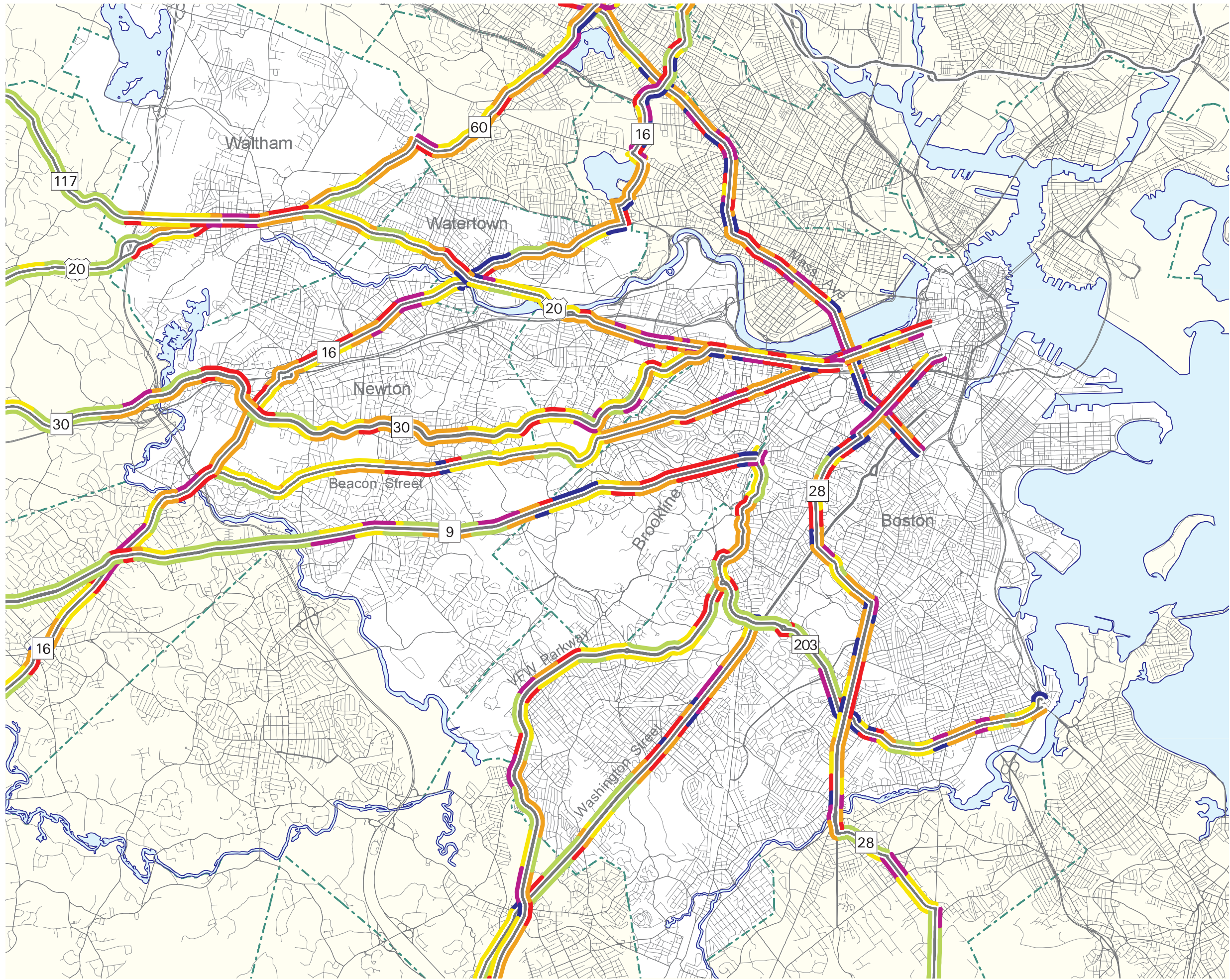
Routes Monitored	Year
Beacon St.	1996-1997
Mass Ave.	1996-1997
Route 16	2001-2002
Route 20	2002
Route 28	2001
Route 30	2002
Route 60	2001
Route 117	2002
Route 203	2003
VFW Pkwy.	2003
Washington St.	2003

Average Speed (mph)



BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

**PM Peak Period
Inner Core (Middle)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 9	2002

Average Speed (mph)

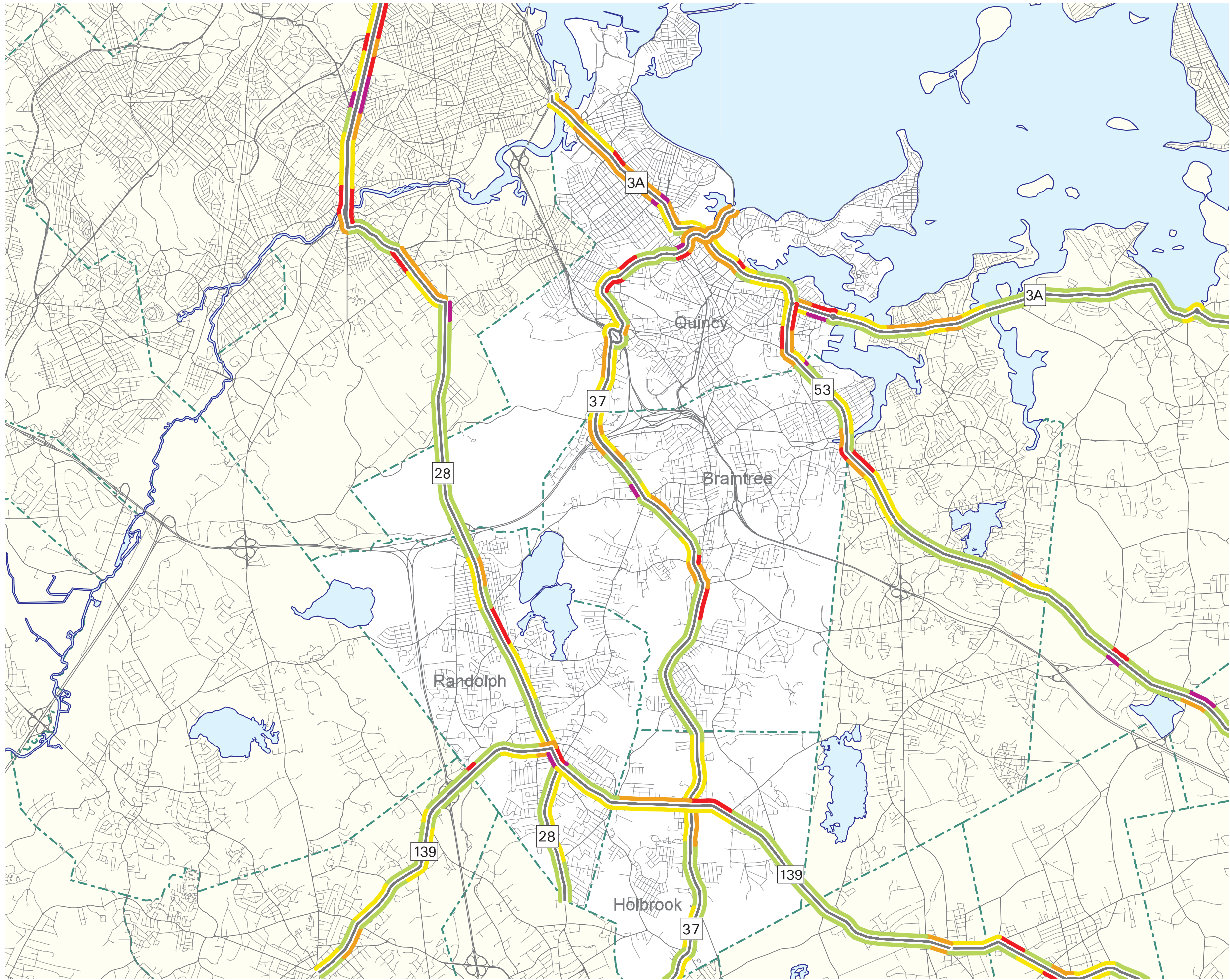


URBAN ARTERIAL CLASS III

Routes Monitored	Year
Beacon St.	1996-1997
Mass Ave.	1996-1997
Route 16	2001-2002
Route 20	2002
Route 28	2001
Route 30	2002
Route 60	2001
Route 117	2002
Route 203	2003
VFW Pkwy.	2003
Washington St.	2003

Average Speed (mph)





AVERAGE TRAVEL SPEEDS

**AM Peak Period
Inner Core (Lower)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
NONE	

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

URBAN ARTERIAL CLASS III

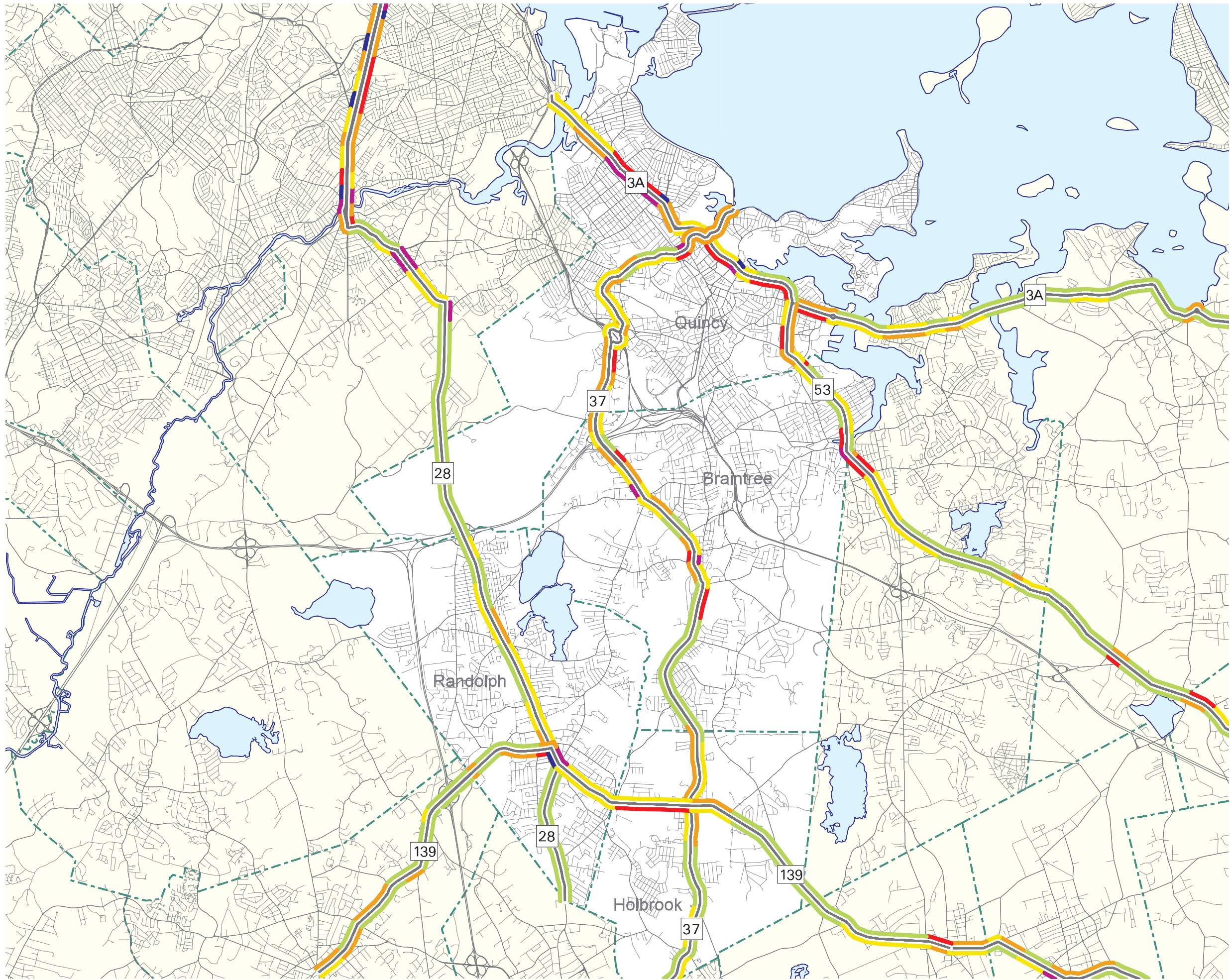
Routes Monitored	Year
Route 3A	2001
Route 28	2001
Route 37	2002
Route 53	2001
Route 139	2002

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

**PM Peak Period
Inner Core (Lower)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
NONE	

Average Speed (mph)

Dark Blue	1 - 16
Purple	17 - 21
Red	22 - 27
Orange	28 - 34
Yellow	35 - 42
Light Green	43+

URBAN ARTERIAL CLASS III

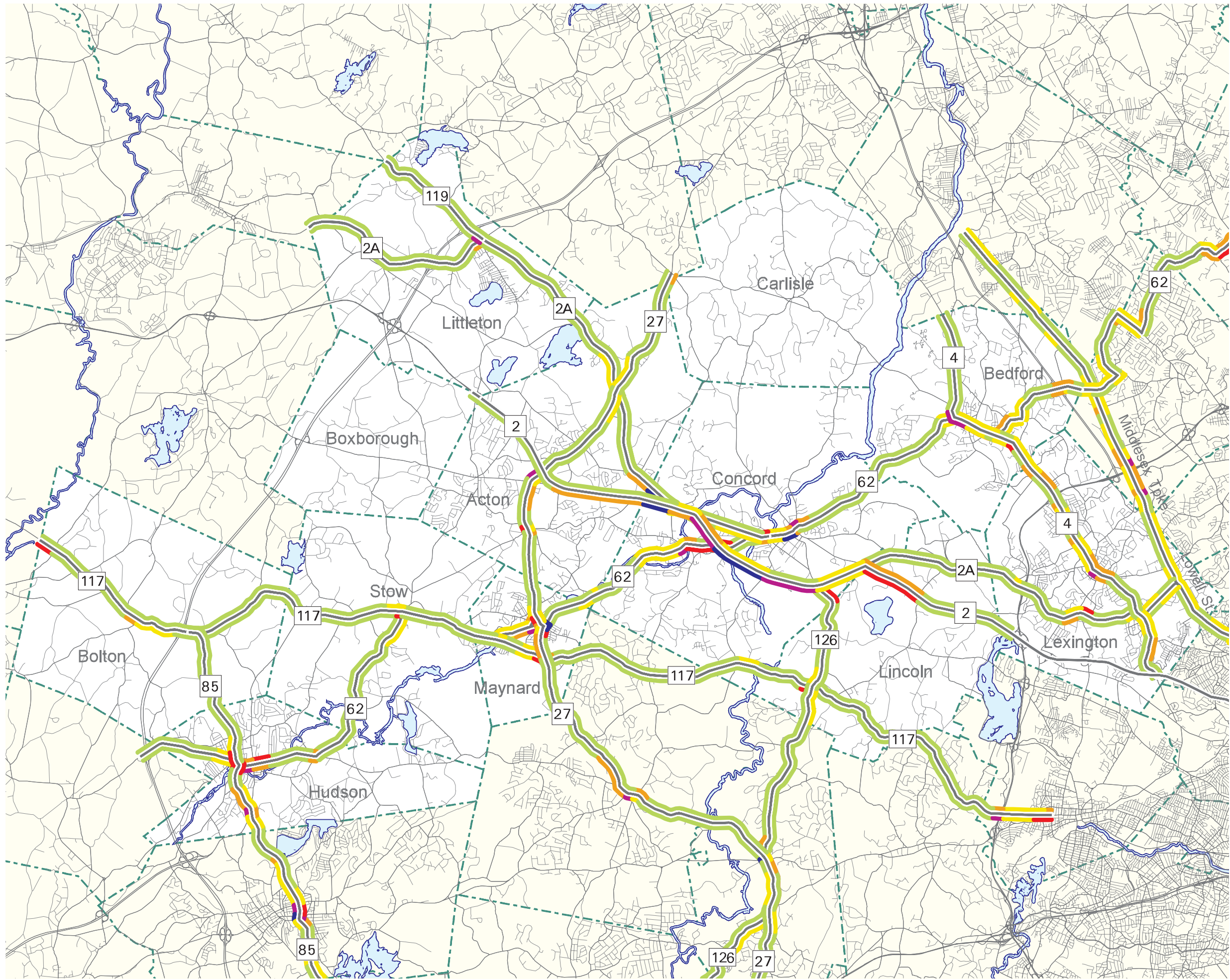
Routes Monitored	Year
Route 3A	2001
Route 28	2001
Route 37	2002
Route 53	2001
Route 139	2002

Average Speed (mph)

Dark Blue	1 - 10
Purple	11 - 14
Red	15 - 18
Orange	19 - 24
Yellow	25 - 30
Light Green	31+

BOSTON MPO
Congestion
Management
System

CTPS



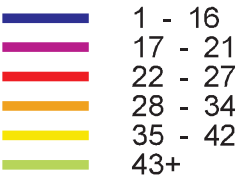
AVERAGE TRAVEL SPEEDS

AM Peak Period
Minuteman Advisory Group on
Interlocal Coordination (MAGIC)
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 2	1999-2000

Average Speed (mph)



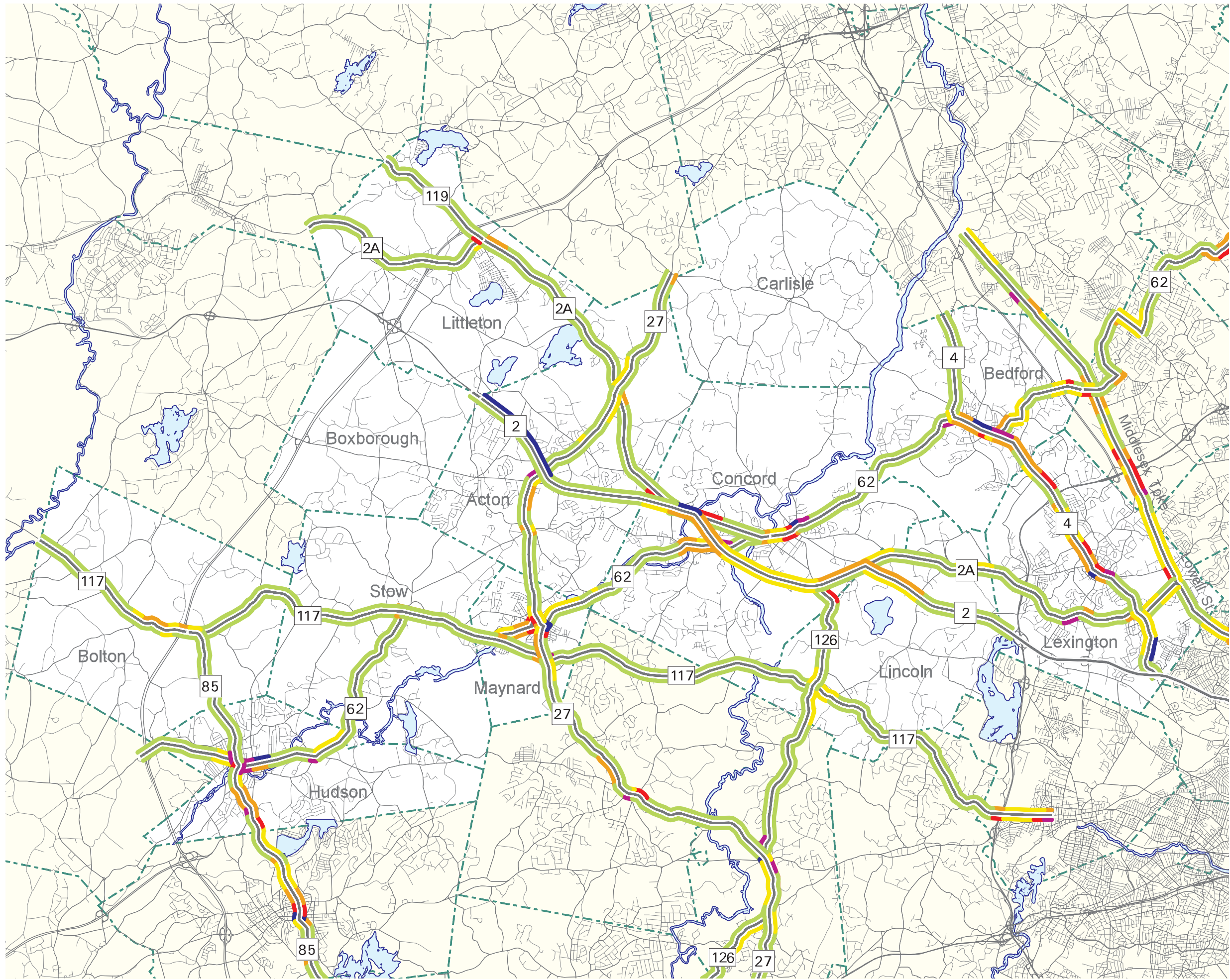
URBAN ARTERIAL CLASS III

Routes Monitored	Year
Middlesex Tpk.	2002
Route 2A	2002
Route 4	2002
Route 27	2003
Route 62	2001
Route 85	2002
Route 117	2002
Route 119	2002
Route 126	2001

Average Speed (mph)



BOSTON MPO
Congestion
Management
System



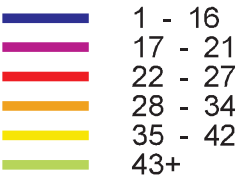
AVERAGE TRAVEL SPEEDS

PM Peak Period
Minuteman Advisory Group on
Interlocal Coordination (MAGIC)
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 2	1999-2000

Average Speed (mph)

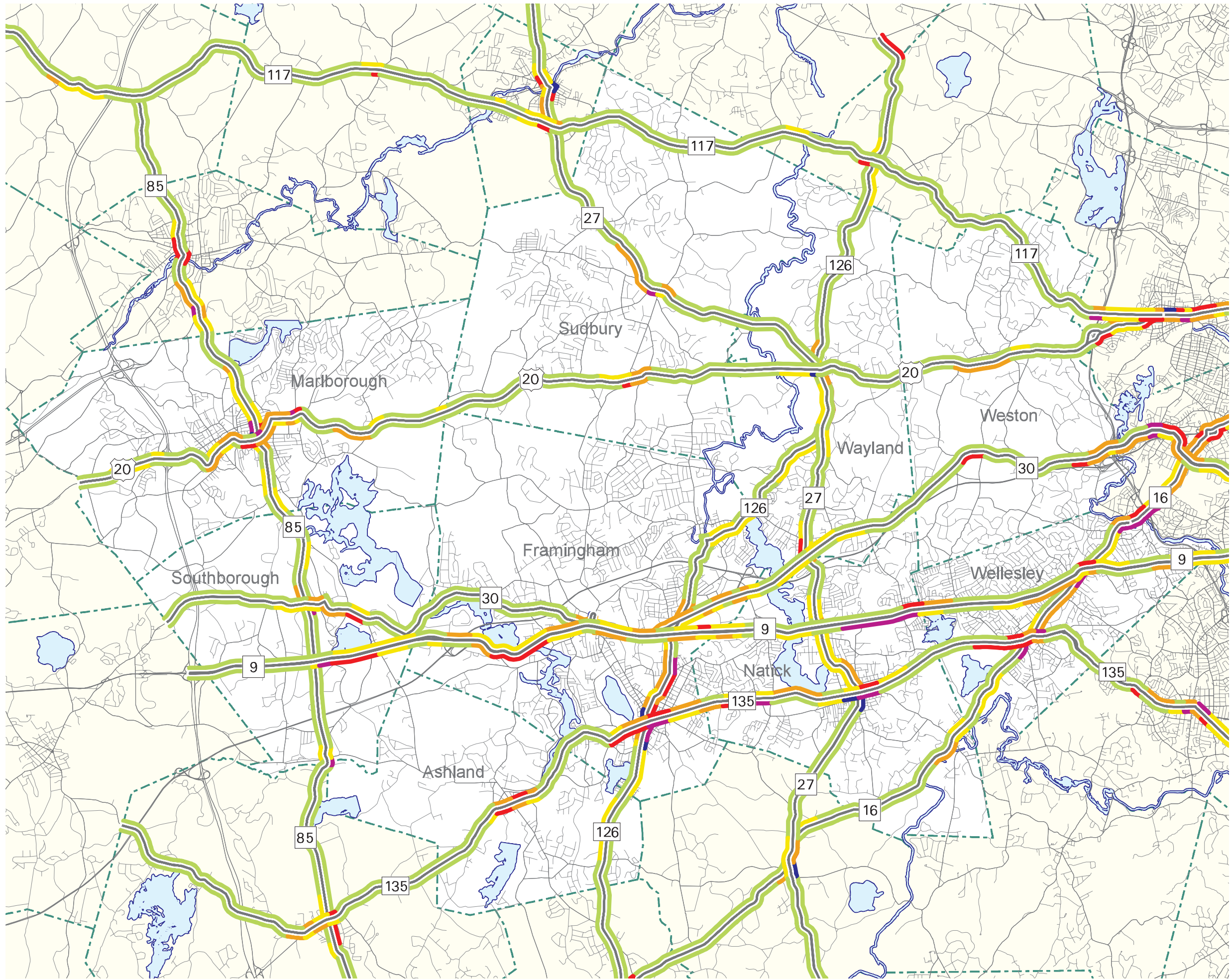


URBAN ARTERIAL CLASS III

Routes Monitored	Year
Middlesex Tpk.	2002
Route 2A	2002
Route 4	2002
Route 27	2003
Route 62	2001
Route 85	2002
Route 117	2002
Route 119	2002
Route 126	2001

Average Speed (mph)





AVERAGE TRAVEL SPEEDS

**AM Peak Period
MetroWest Growth Management
Committee (MetroWest)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 9	2002-2003

Average Speed (mph)

Blue	1 - 16
Purple	17 - 21
Red	22 - 27
Orange	28 - 34
Yellow	35 - 42
Green	43+

URBAN ARTERIAL CLASS III

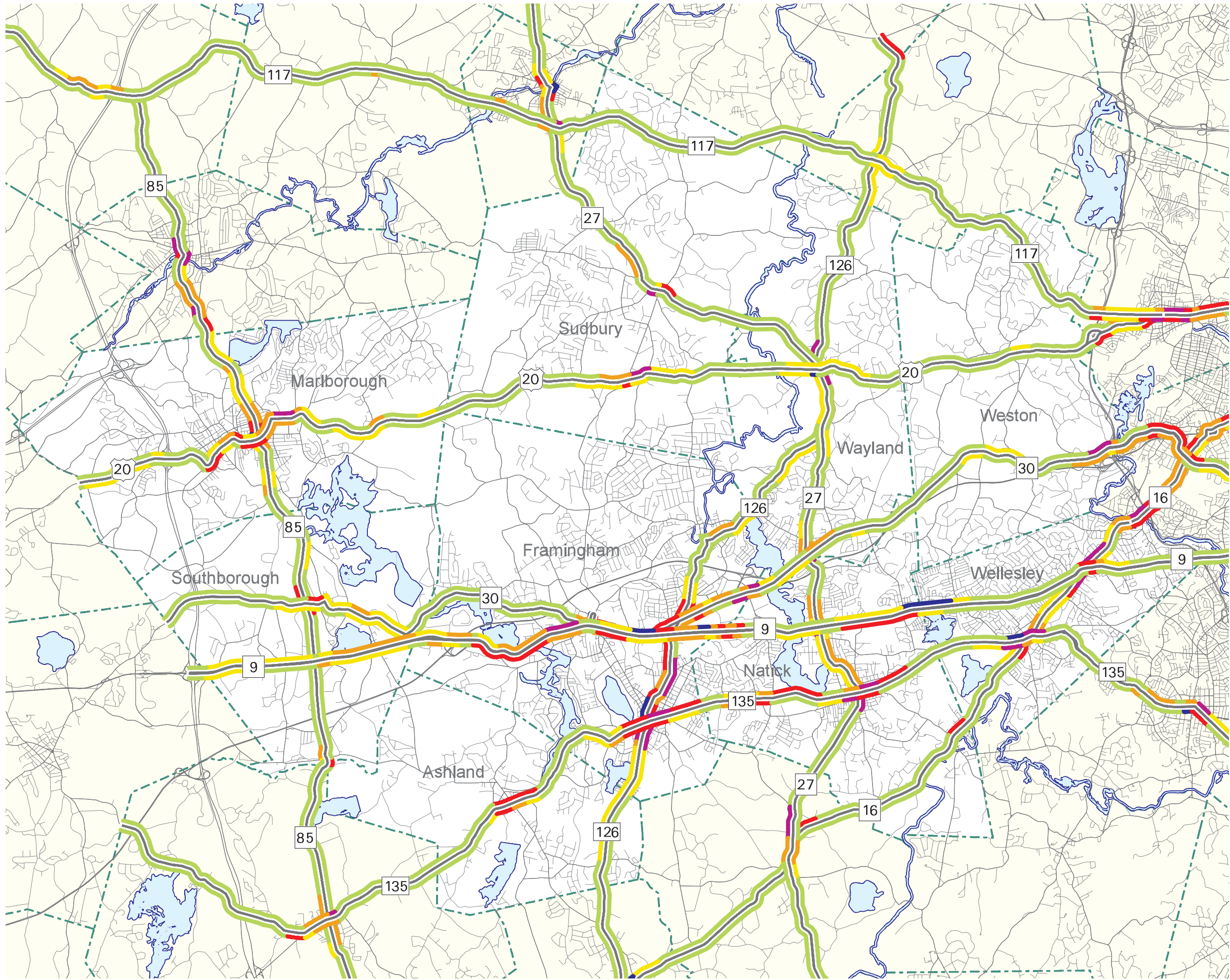
Routes Monitored	Year
Route 16	2001
Route 20	2002
Route 27	2003
Route 30	2002
Route 85	2002
Route 117	2002
Route 126	2001
Route 135	2002

Average Speed (mph)

Blue	1 - 10
Purple	11 - 14
Red	15 - 18
Orange	19 - 24
Yellow	25 - 30
Green	31+

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

**PM Peak Period
MetroWest Growth Management
Committee (MetroWest)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 9	2002-2003

Average Speed (mph)

Blue	1 - 16
Purple	17 - 21
Red	22 - 27
Orange	28 - 34
Yellow	35 - 42
Green	43+

URBAN ARTERIAL CLASS III

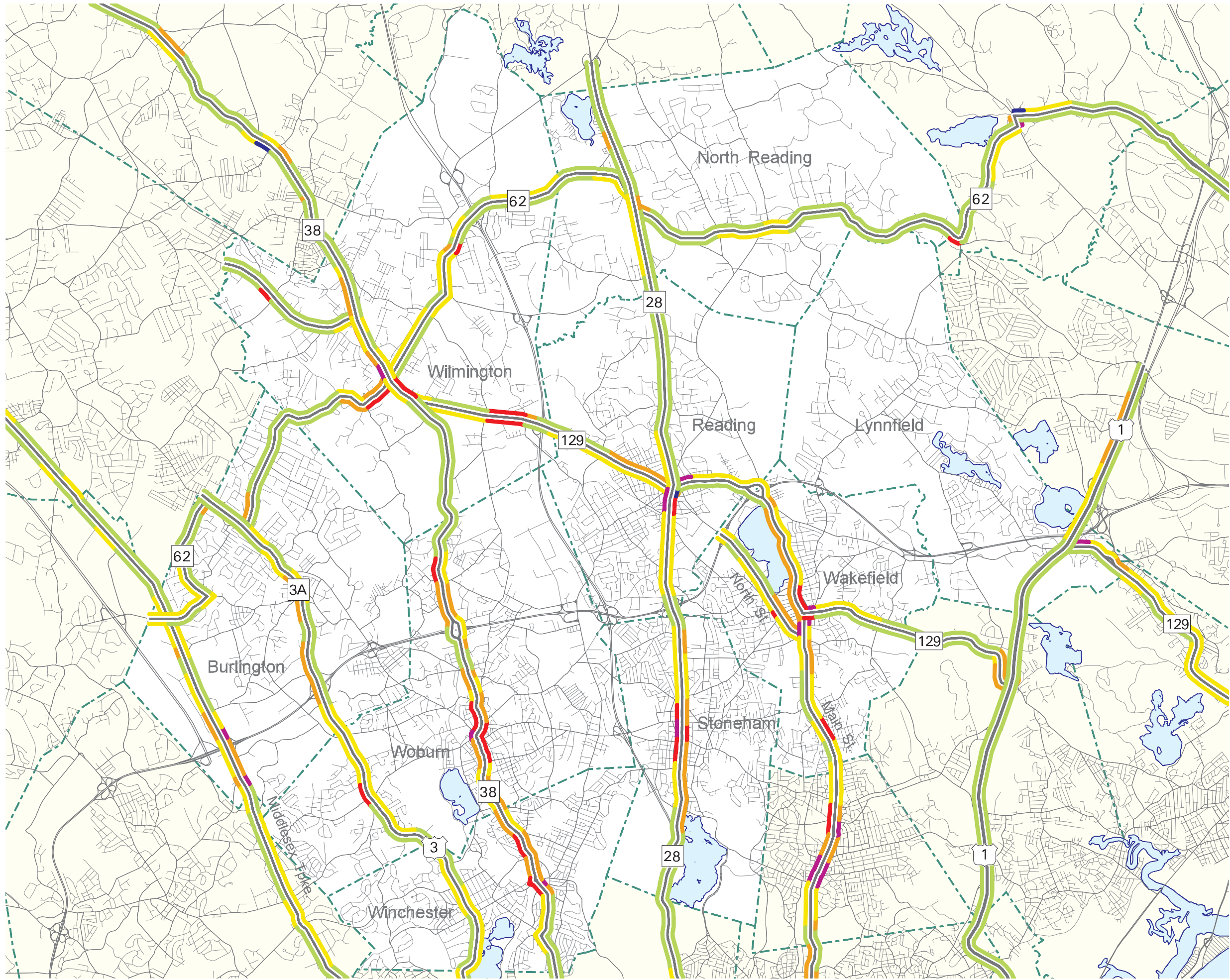
Routes Monitored	Year
Route 16	2001
Route 20	2002
Route 27	2003
Route 30	2002
Route 85	2002
Route 117	2002
Route 126	2001
Route 135	2002

Average Speed (mph)

Blue	1 - 10
Purple	11 - 14
Red	15 - 18
Orange	19 - 24
Yellow	25 - 30
Green	31+

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
North Suburban Planning Council
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	1999-2000

Average Speed (mph)

Dark Blue	1 - 16
Purple	17 - 21
Red	22 - 27
Orange	28 - 34
Yellow	35 - 42
Light Green	43+

URBAN ARTERIAL CLASS III

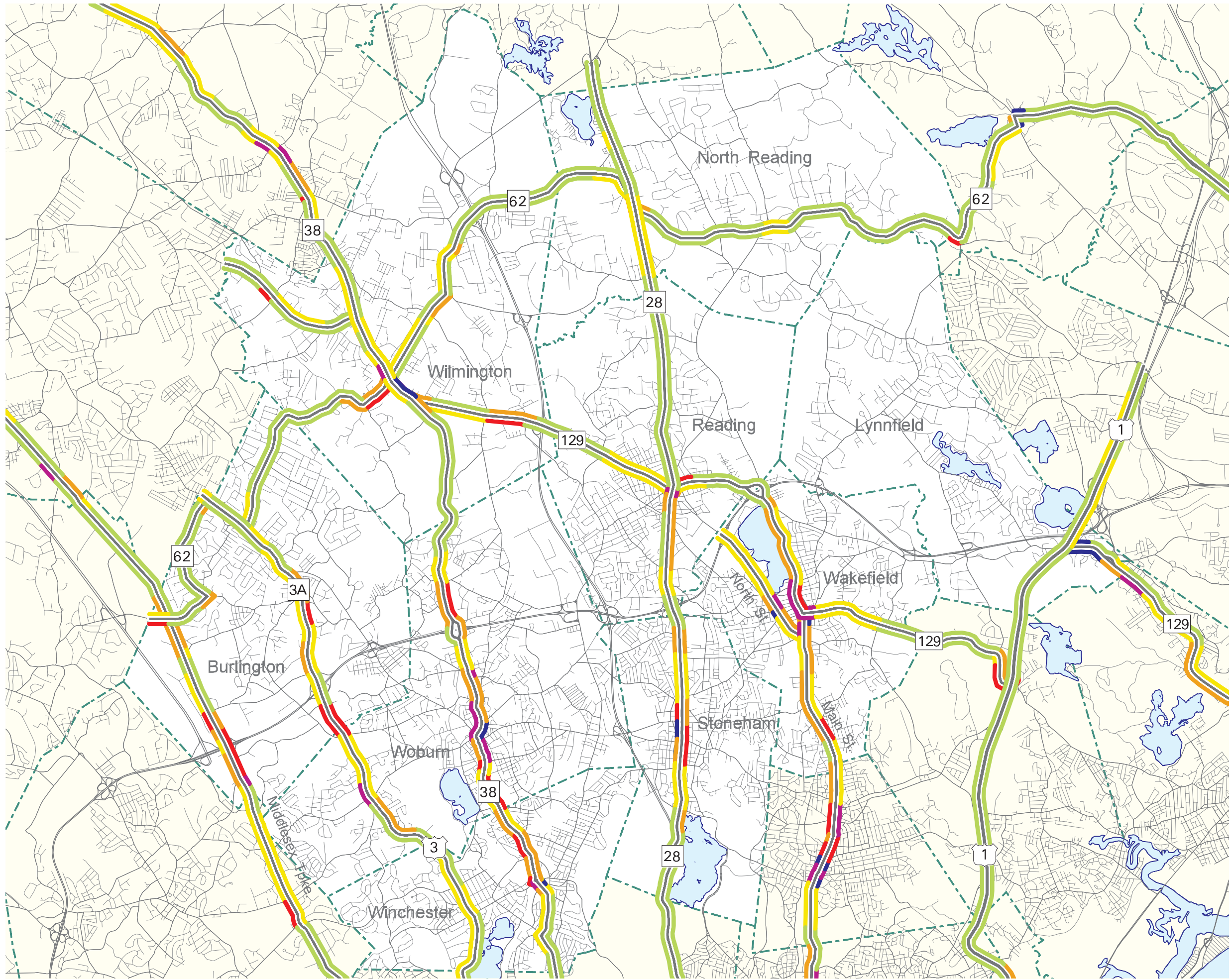
Routes Monitored	Year
Main St.	2003
Middlesex Tpk.	2002
Routes 3/3A	2001
Route 28	2001
Route 38	2003
Route 62	2001-2003
Route 129	2001

Average Speed (mph)

Dark Blue	1 - 10
Purple	11 - 14
Red	15 - 18
Orange	19 - 24
Yellow	25 - 30
Light Green	31+

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
North Suburban Planning Council
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	1999-2000

Average Speed (mph)

Dark Blue	1 - 16
Purple	17 - 21
Red	22 - 27
Orange	28 - 34
Yellow	35 - 42
Light Green	43+

URBAN ARTERIAL CLASS III

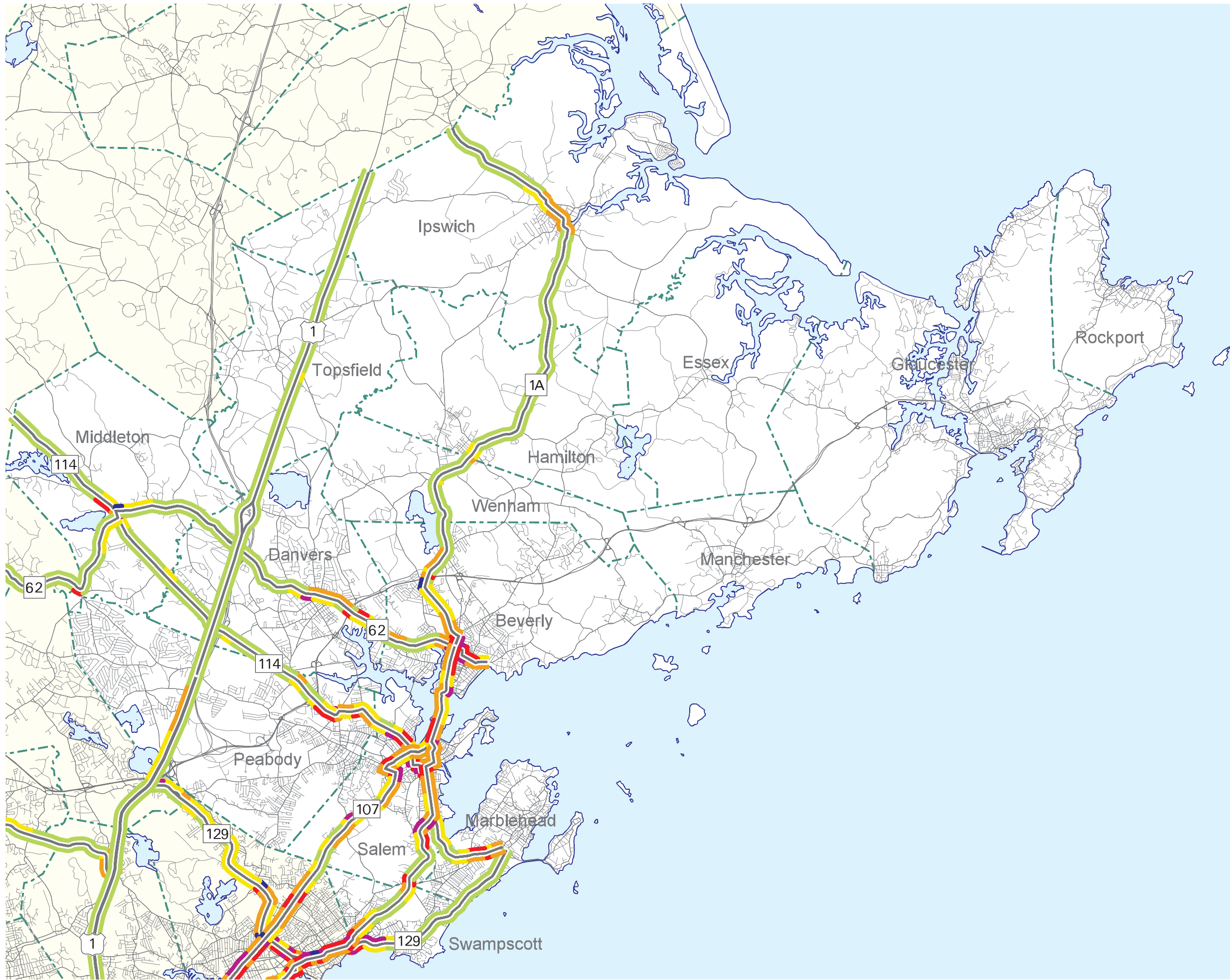
Routes Monitored	Year
Main St.	2003
Middlesex Tpk.	2002
Routes 3/3A	2001
Route 28	2001
Route 38	2003
Route 62	2001-2003
Route 129	2001

Average Speed (mph)

Dark Blue	1 - 10
Purple	11 - 14
Red	15 - 18
Orange	19 - 24
Yellow	25 - 30
Light Green	31+

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
North Shore Task Force (NSTF)
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1*	1999-2000

* South of I-95 ramps

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

URBAN ARTERIAL CLASS III

Routes Monitored	Year
Route 1**	2002
Route 1A	2001-2002
Route 62	2003
Route 107	2001
Route 114	2002
Route 129	2001

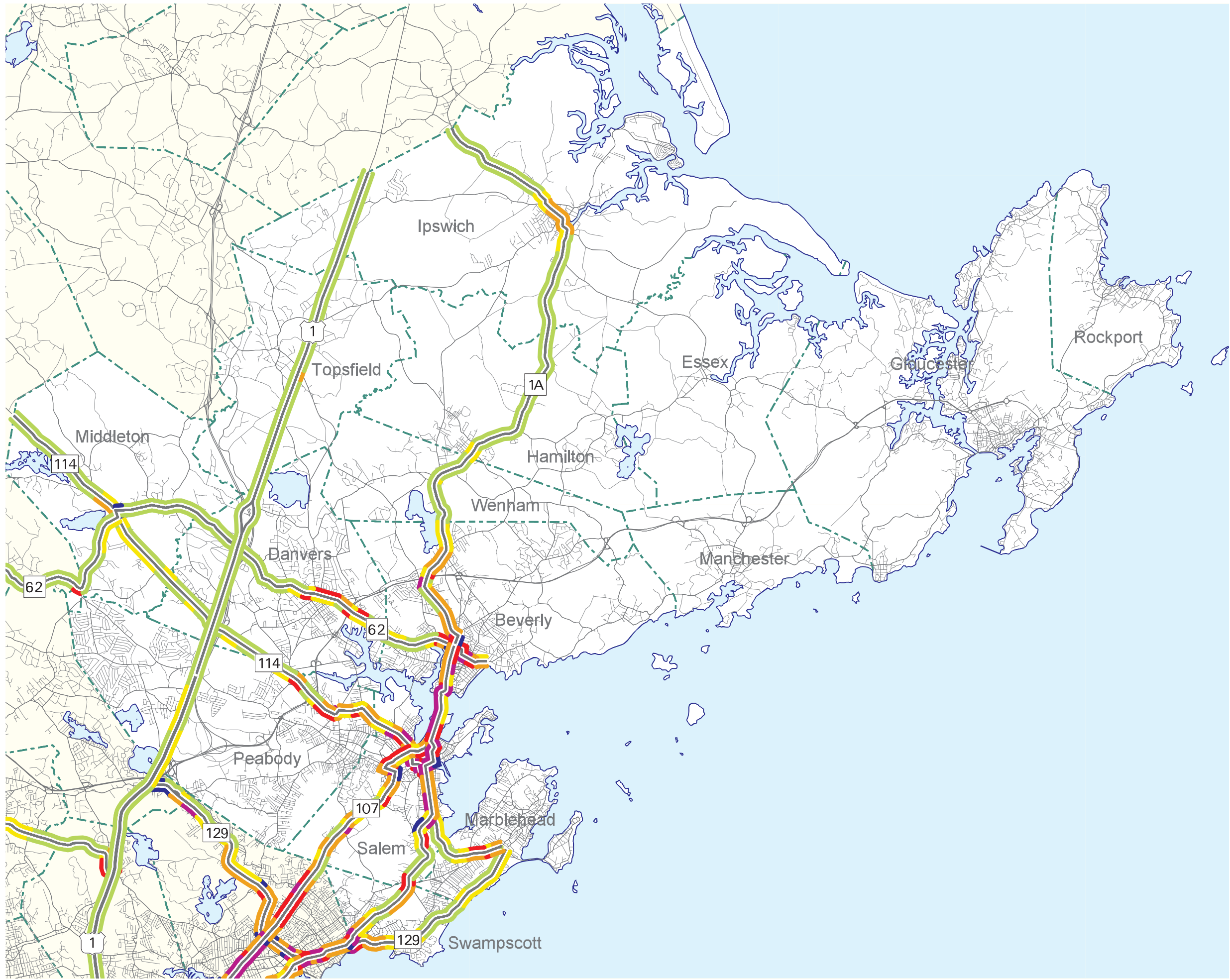
** North of I-95 ramps

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
North Shore Task Force (NSTF)
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1*	1999-2000

* South of I-95 ramps

Average Speed (mph)



URBAN ARTERIAL CLASS III

Routes Monitored	Year
Route 1**	2002
Route 1A	2001-2002
Route 62	2003
Route 107	2001
Route 114	2002
Route 129	2001

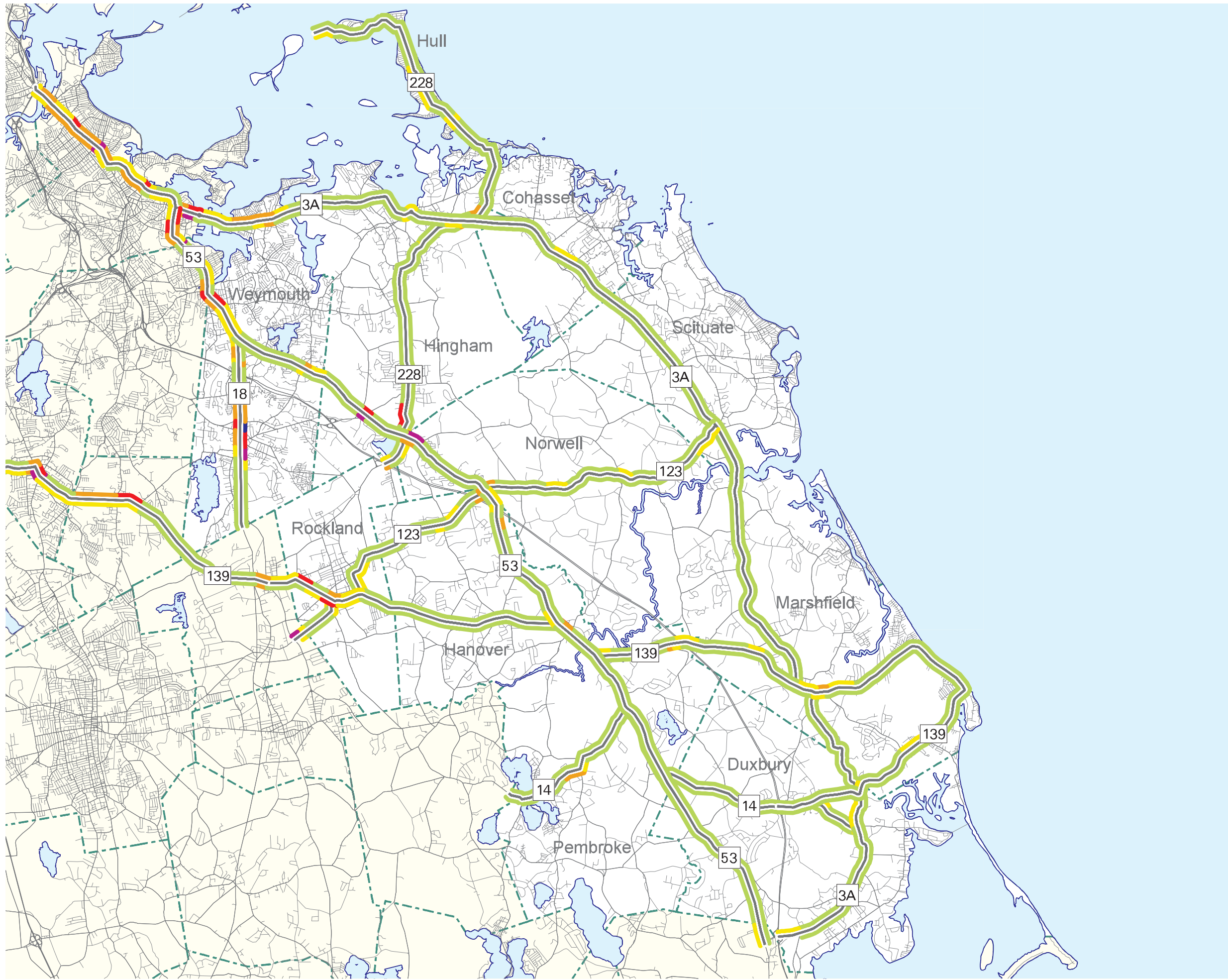
** North of I-95 ramps

Average Speed (mph)



BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
 South Shore Coalition
 Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
NONE	

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

URBAN ARTERIAL CLASS III

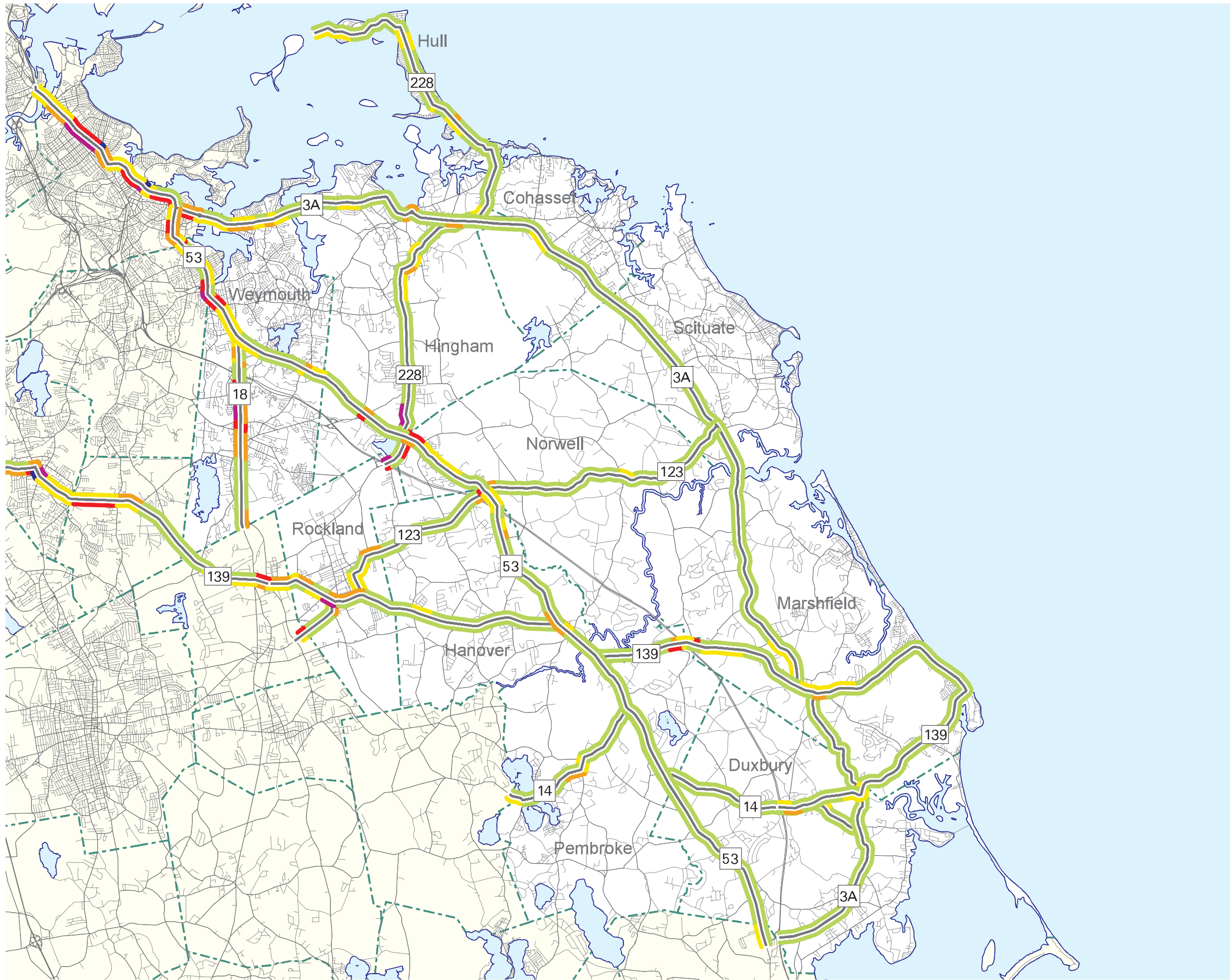
Routes Monitored	Year
Route 3A	2001
Route 14	1998-1999
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002
Route 228	1998-1999

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
 Congestion
 Management
 System

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
 South Shore Coalition
 Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
NONE	

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

URBAN ARTERIAL CLASS III

Routes Monitored	Year
Route 3A	2001
Route 14	1998-1999
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002
Route 228	1998-1999

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
 Congestion
 Management
 System

CTPS



AVERAGE TRAVEL SPEEDS

**AM Peak Period
Southwest Advisory Planning
Committee (SWAP)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	2003

Average Speed (mph)

Dark Blue	1 - 16
Purple	17 - 21
Red	22 - 27
Orange	28 - 34
Yellow	35 - 42
Light Green	43+

URBAN ARTERIAL CLASS III

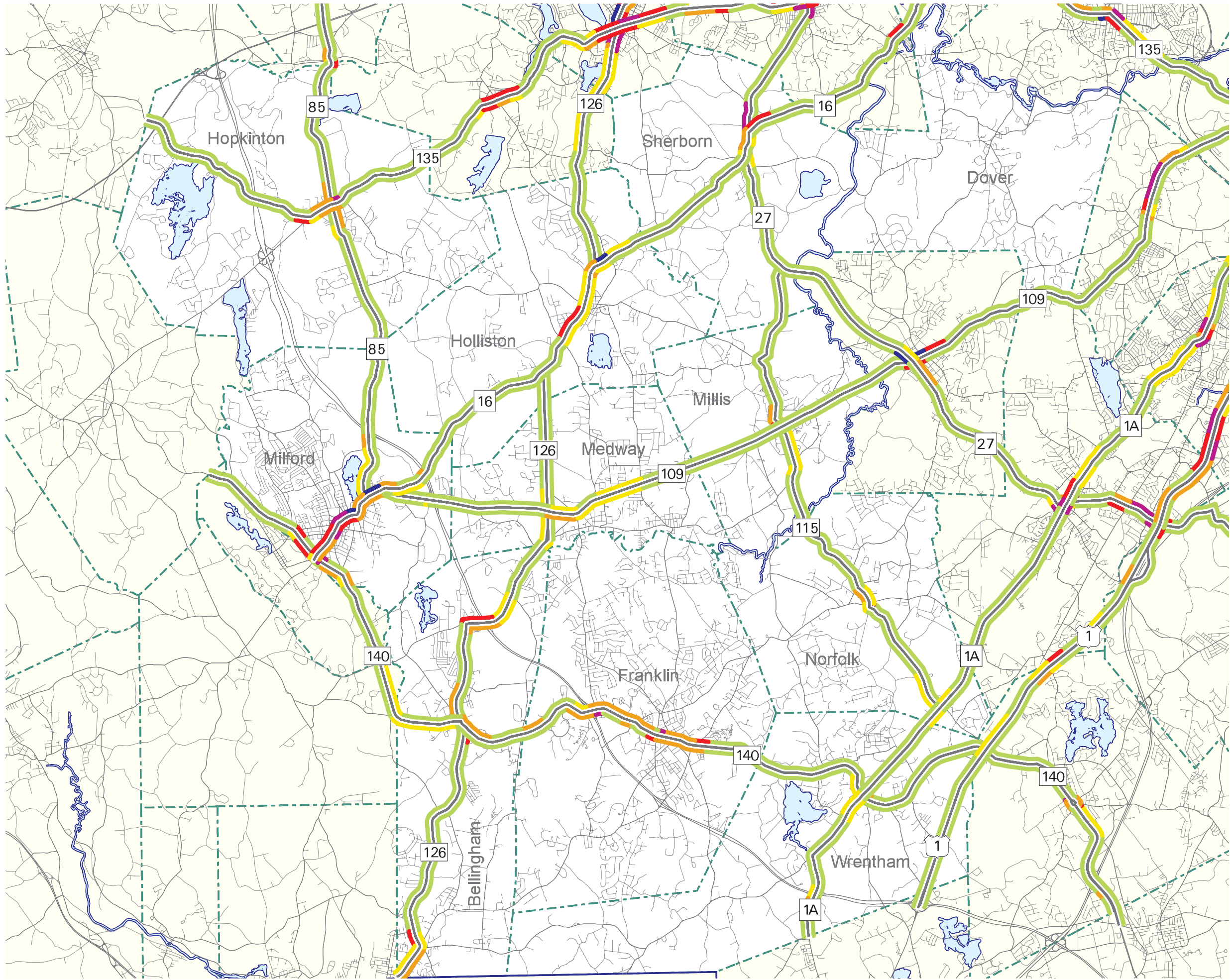
Routes Monitored	Year
Route 1A	2003
Route 16	2001
Route 27	2003
Route 85	2002
Route 109	2001
Route 115	1998-1999
Route 126	2001
Route 135	2002
Route 140	2002

Average Speed (mph)

Dark Blue	1 - 10
Purple	11 - 14
Red	15 - 18
Orange	19 - 24
Yellow	25 - 30
Light Green	31+

BOSTON MPO
**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
Southwest Advisory Planning
Committee (SWAP)
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	2003

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

URBAN ARTERIAL CLASS III

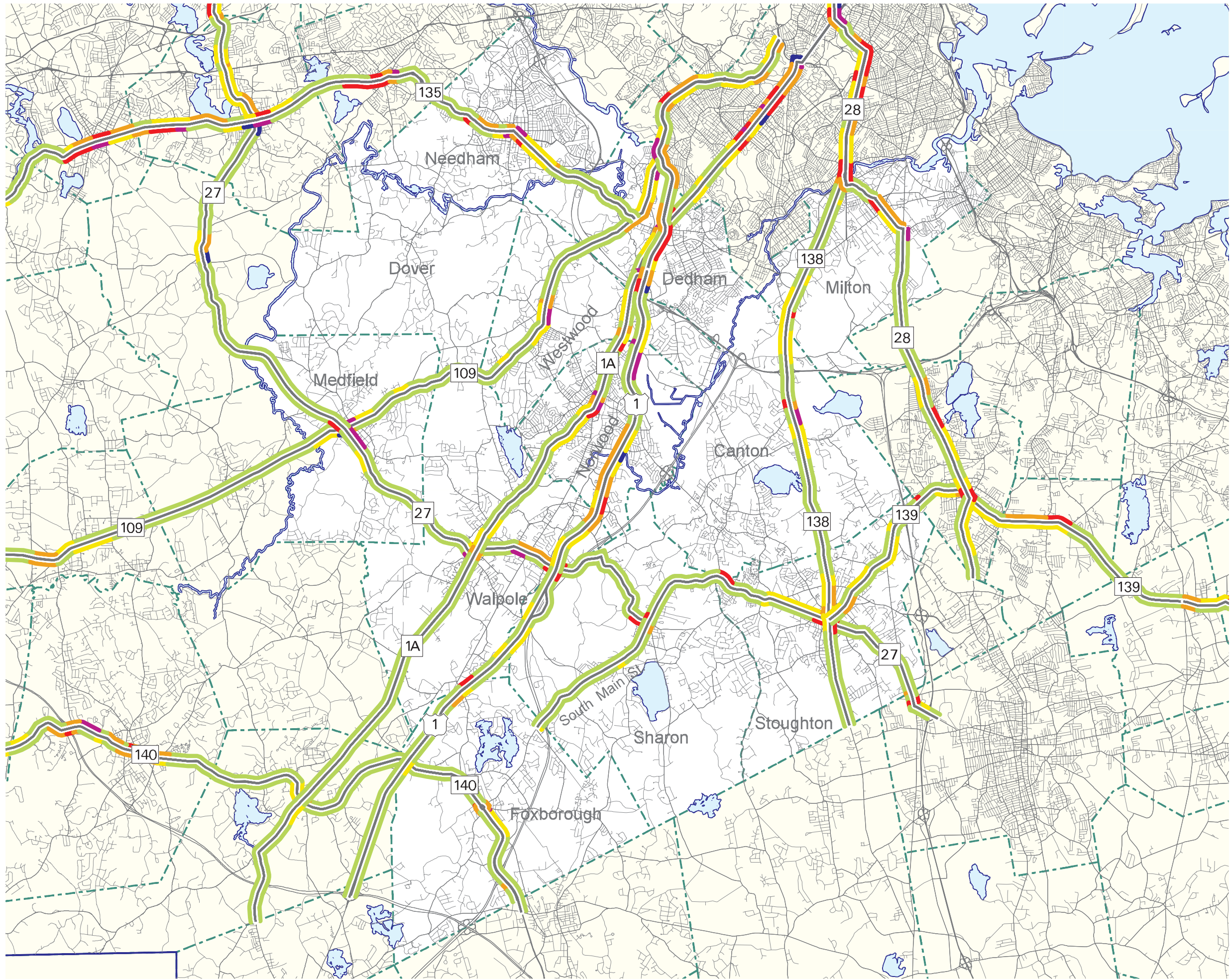
Routes Monitored	Year
Route 1A	2003
Route 16	2001
Route 27	2003
Route 85	2002
Route 109	2001
Route 115	1998-1999
Route 126	2001
Route 135	2002
Route 140	2002

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

**AM Peak Period
Three Rivers Interlocal
Council (TRIC)
Arterial Roadways**

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	2003

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

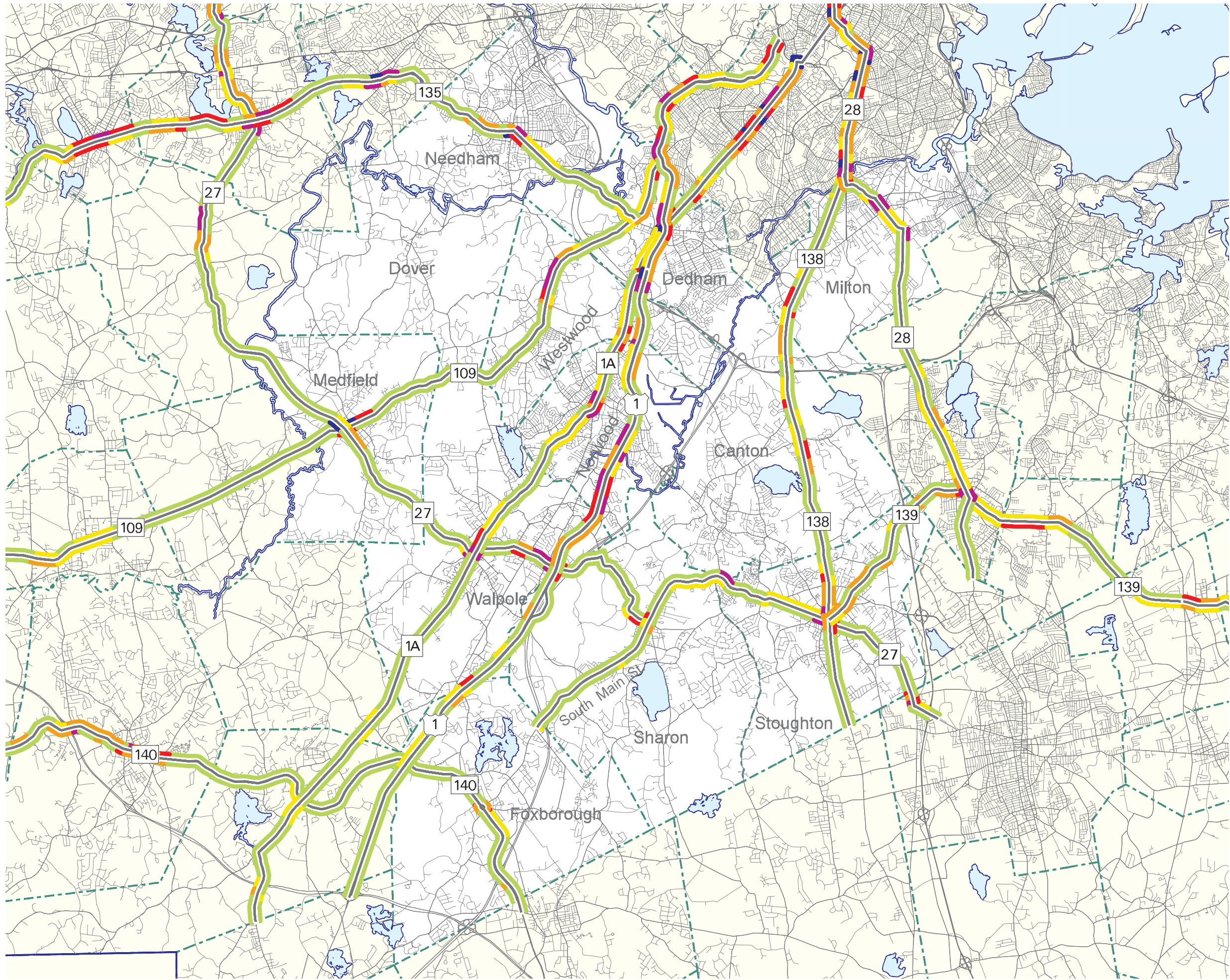
URBAN ARTERIAL CLASS III

Routes Monitored	Year
Rte. 1/VFW Pkwy.	2003
Route 1A	2001
Route 27	2003
Route 28	2001
Route 109	2001
Route 135	2002
Route 138	2003
Route 139	2002
Route 140	2002
Washington St.	2003

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
Congestion
Management
System



AVERAGE TRAVEL SPEEDS

PM Peak Period
Three Rivers Interlocal
Council (TRIC)
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
Route 1	2003

Average Speed (mph)

1 - 16
17 - 21
22 - 27
28 - 34
35 - 42
43+

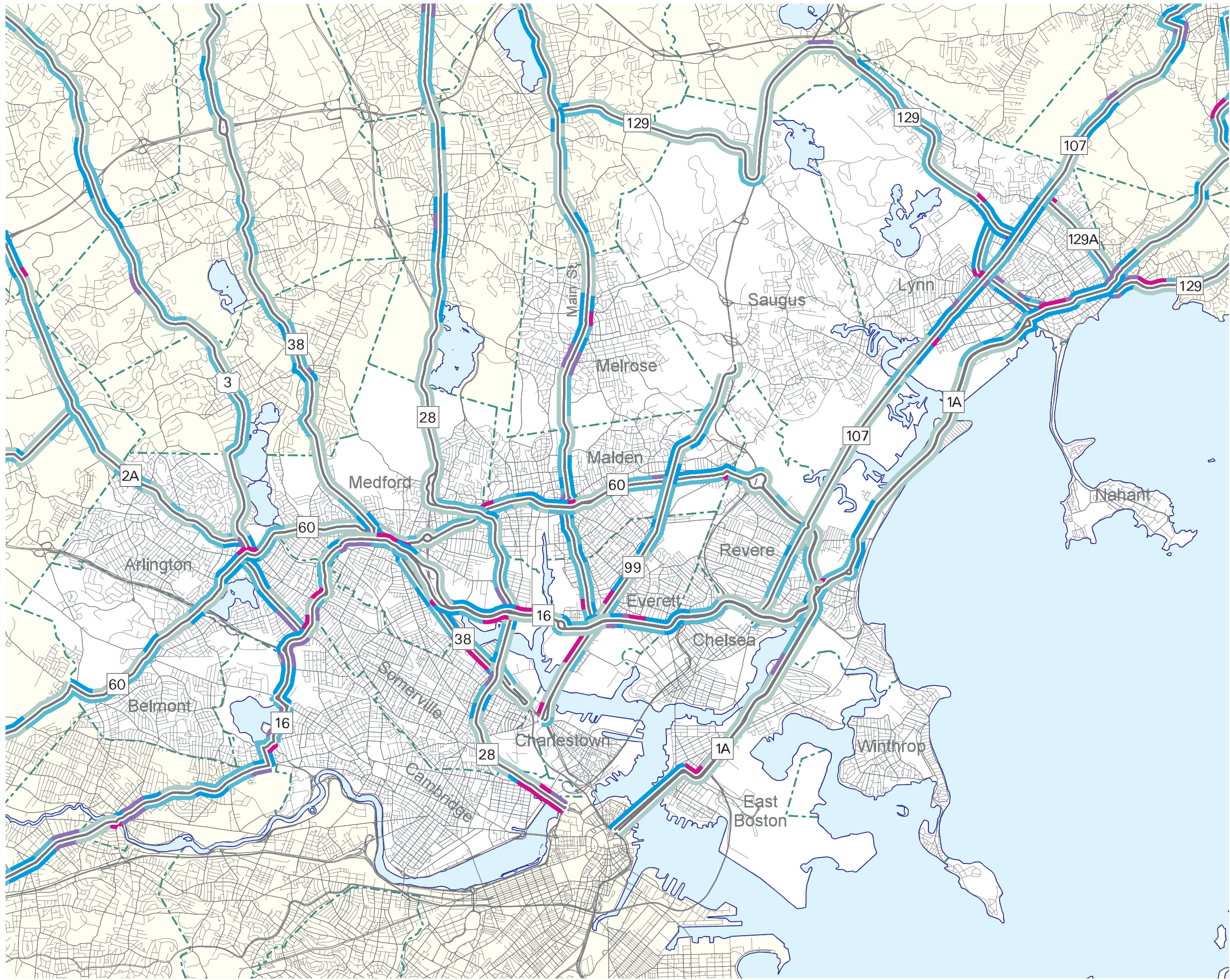
URBAN ARTERIAL CLASS III

Routes Monitored	Year
Rte. 1/VFW Pkwy.	2003
Route 1A	2001
Route 27	2003
Route 28	2001
Route 109	2001
Route 135	2002
Route 138	2003
Route 139	2002
Route 140	2002
Washington St.	2003

Average Speed (mph)

1 - 10
11 - 14
15 - 18
19 - 24
25 - 30
31+

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**AM Peak Period
Inner Core (Upper)
Arterial Roadways**

URBAN ARTERIALS

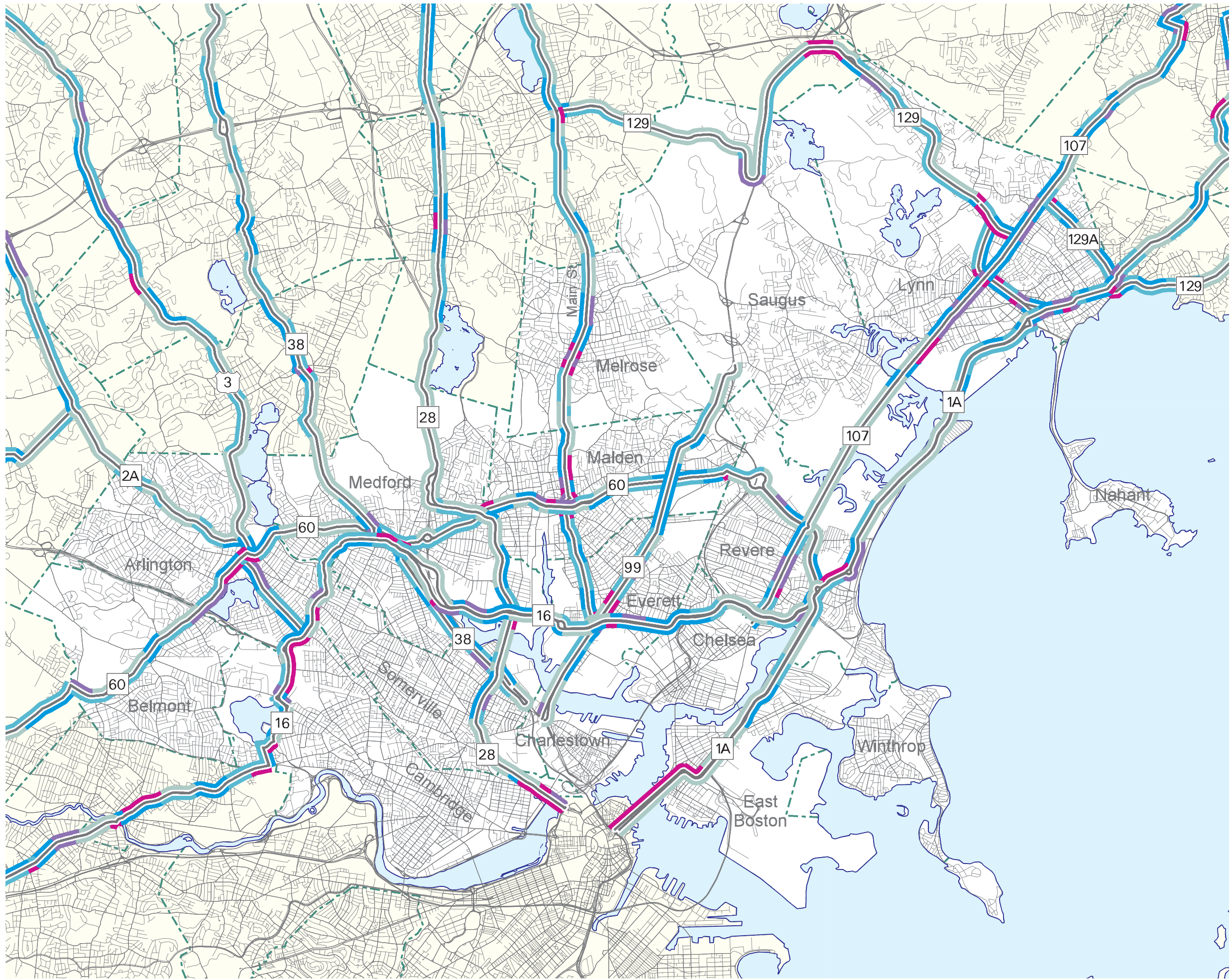
Routes Monitored	Year
Main St.	2003
Route 1A	2001
Route 3	2001
Route 16	2001-2002
Route 28	2001
Route 38	2003
Route 60	2001
Route 99	2001
Route 107	2001
Route 129	2001
Route 129A	2001

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**PM Peak Period
Inner Core (Upper)
Arterial Roadways**

URBAN ARTERIALS

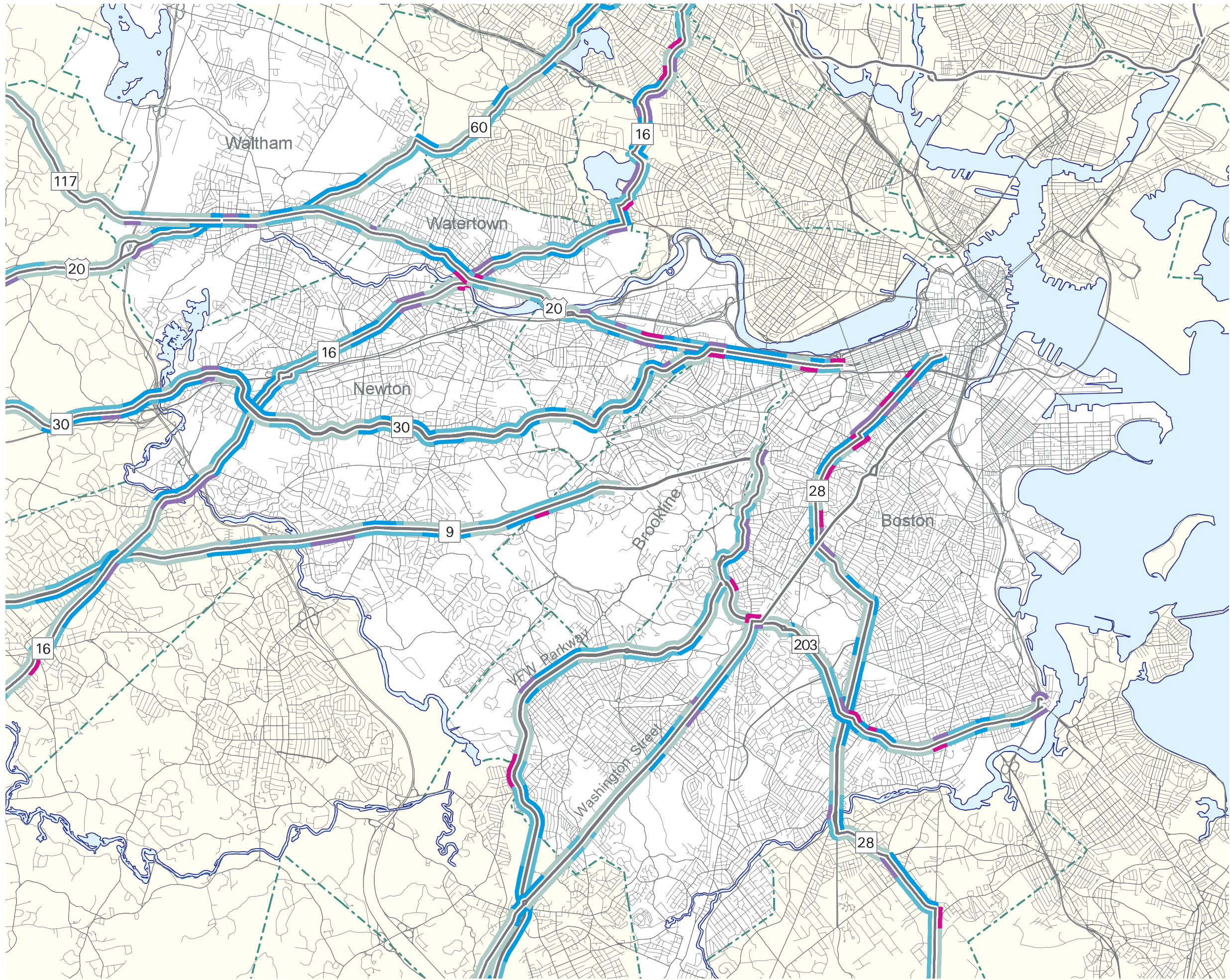
Routes Monitored	Year
Main St.	2003
Route 1A	2001
Route 3	2001
Route 16	2001-2002
Route 28	2001
Route 38	2003
Route 60	2001
Route 99	2001
Route 107	2001
Route 129	2001
Route 129A	2001

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**AM Peak Period
Inner Core (Middle)
Arterial Roadways**

URBAN ARTERIALS

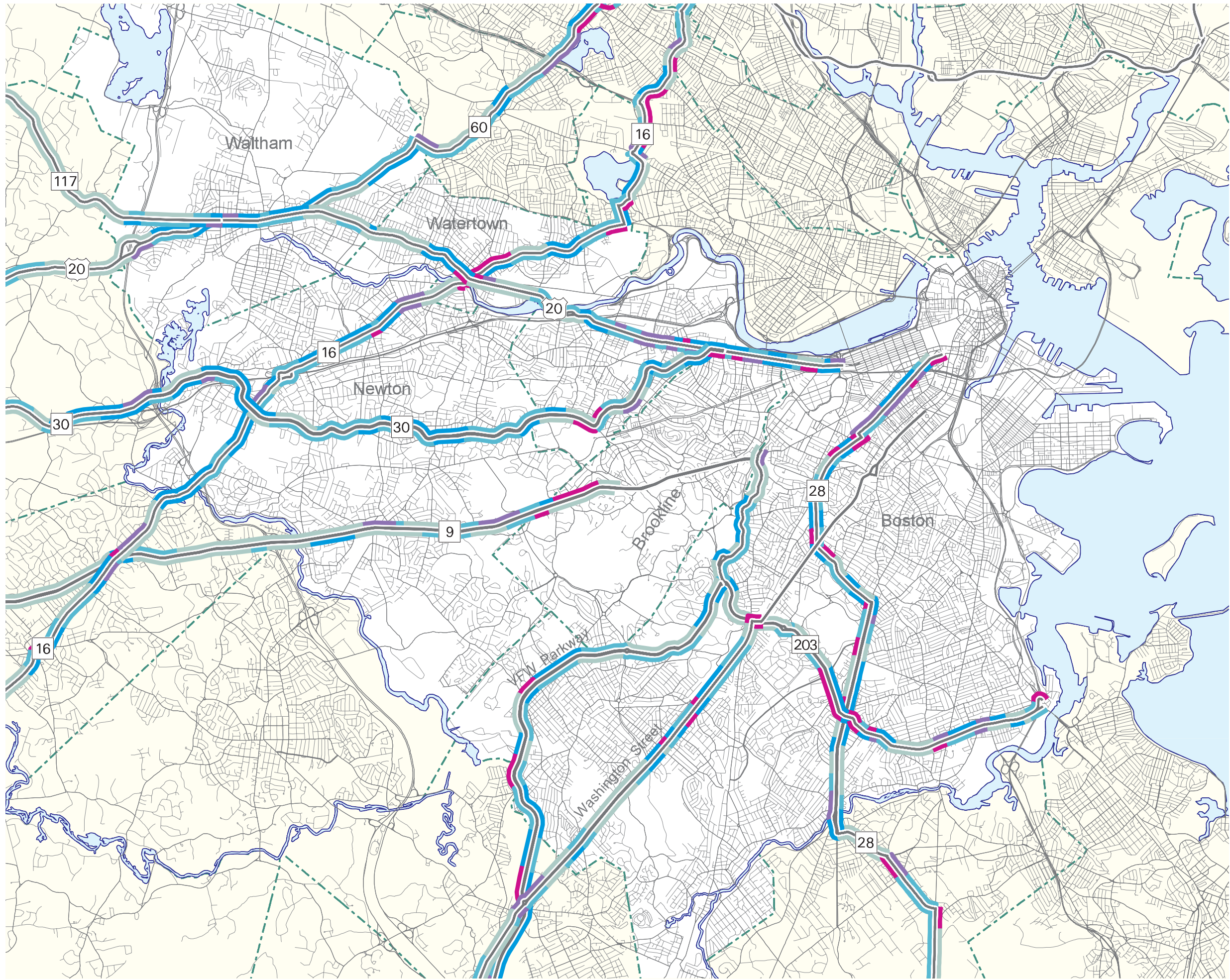
Routes Monitored	Year
Route 9	2002
Route 16	2001-2002
Route 20	2002
Route 28	2001
Route 30	2002
Route 60	2001
Route 117	2002
Route 203	2003
VFW Pkwy.	2003
Washington St.	2003

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
**Congestion
Management
System**



SPEED INDEX

**PM Peak Period
Inner Core (Middle)
Arterial Roadways**

URBAN ARTERIALS

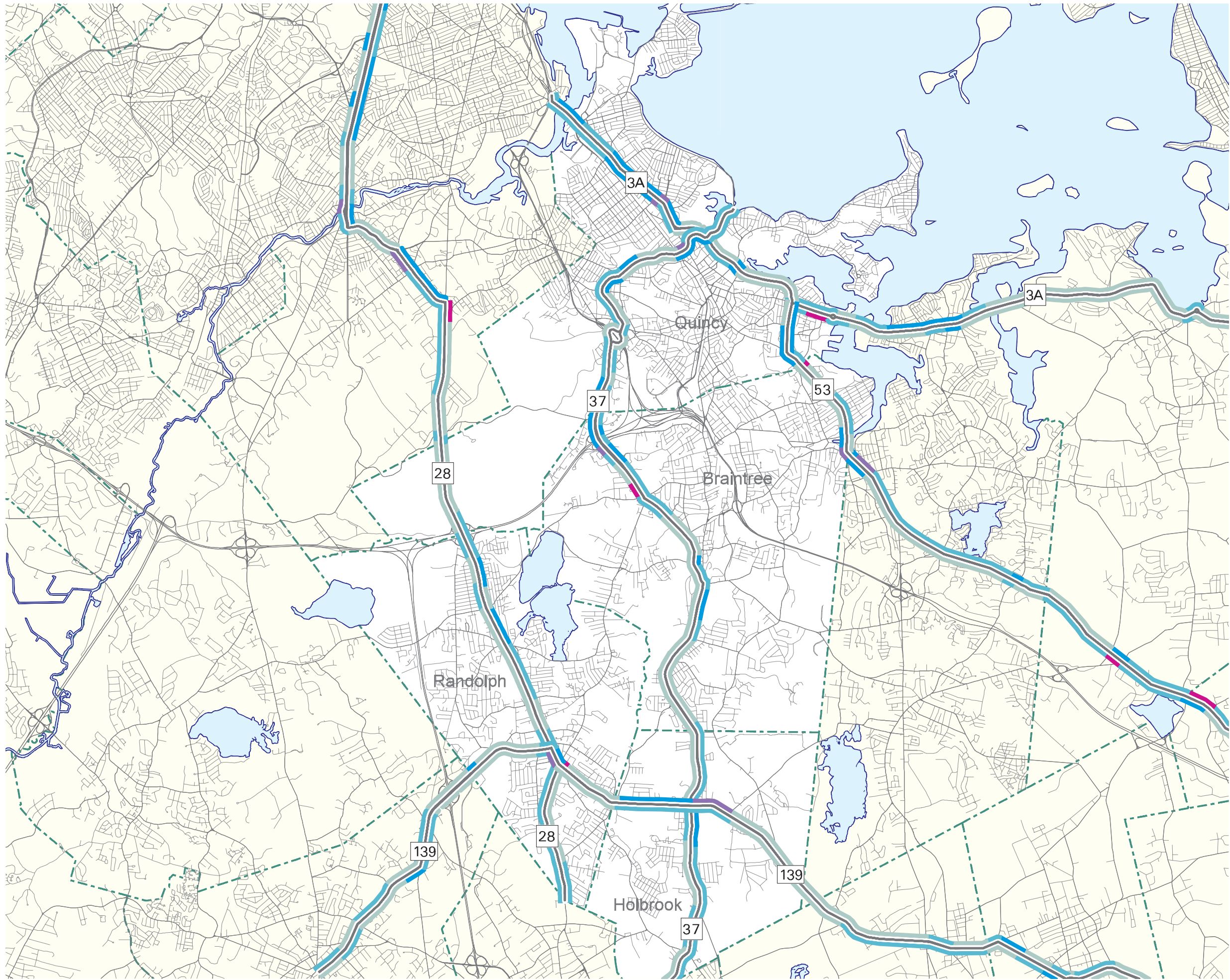
Routes Monitored	Year
Route 9	2002
Route 16	2001-2002
Route 20	2002
Route 28	2001
Route 30	2002
Route 60	2001
Route 117	2002
Route 203	2003
VFW Pkwy.	2003
Washington St.	2003

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**AM Peak Period
Inner Core (Lower)
Arterial Roadways**

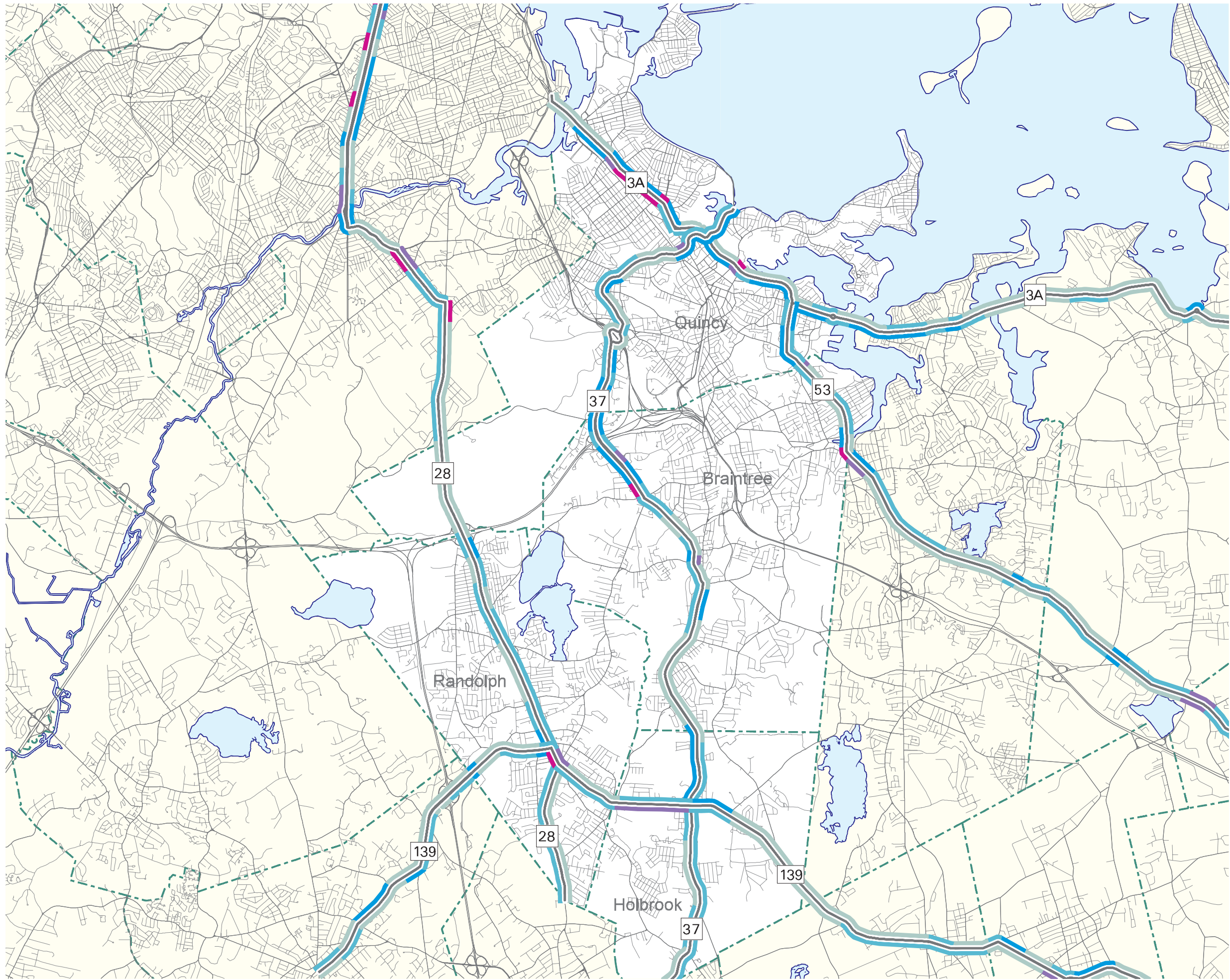
URBAN ARTERIALS

Routes Monitored	Year
Route 3A	2001
Route 28	2001
Route 37	2002
Route 53	2001
Route 139	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.



SPEED INDEX

**PM Peak Period
Inner Core (Lower)
Arterial Roadways**

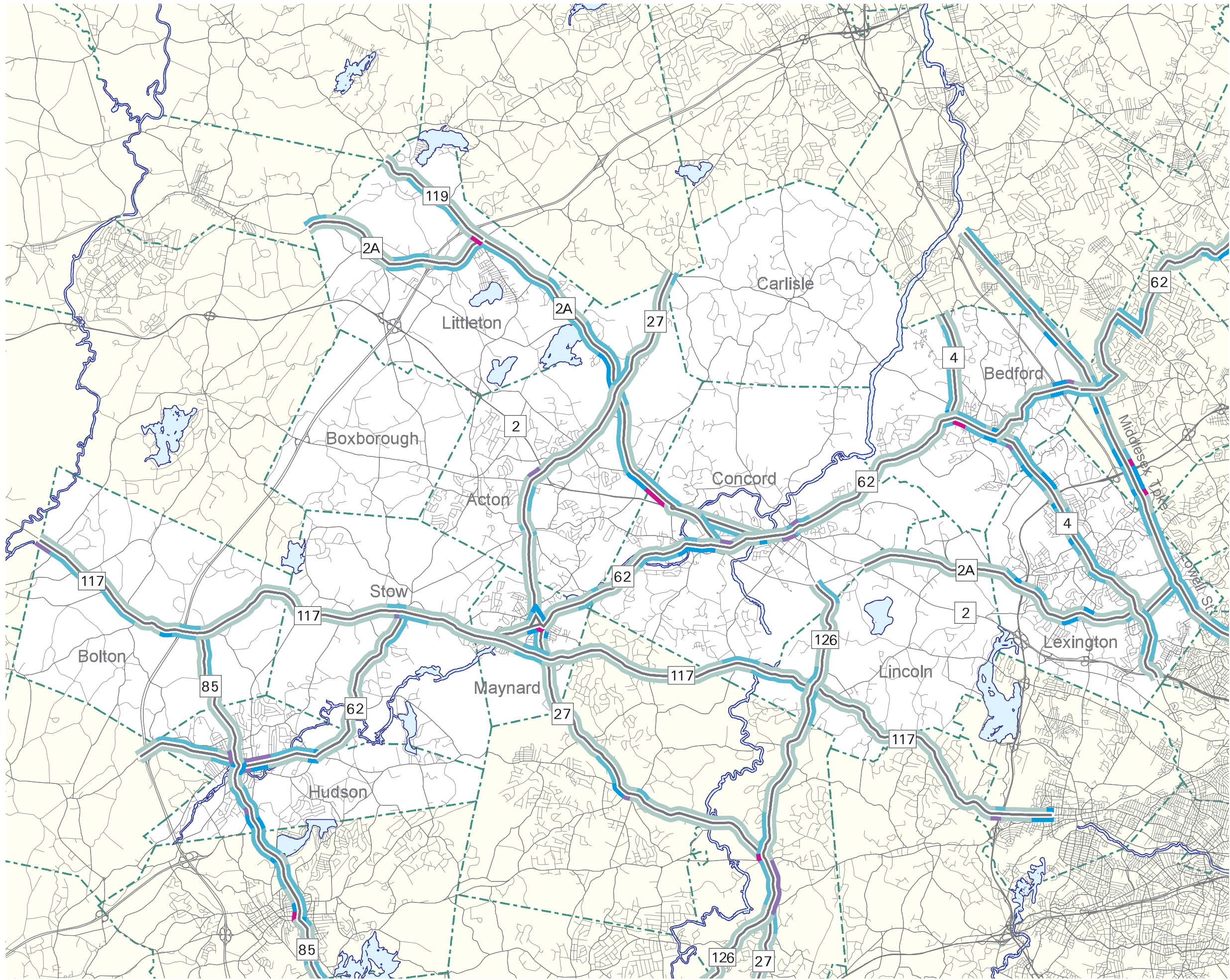
URBAN ARTERIALS

Routes Monitored	Year
Route 3A	2001
Route 28	2001
Route 37	2002
Route 53	2001
Route 139	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.



SPEED INDEX

**AM Peak Period
Minuteman Advisory Group on
Interlocal Coordination (MAGIC)
Arterial Roadways**

URBAN ARTERIALS

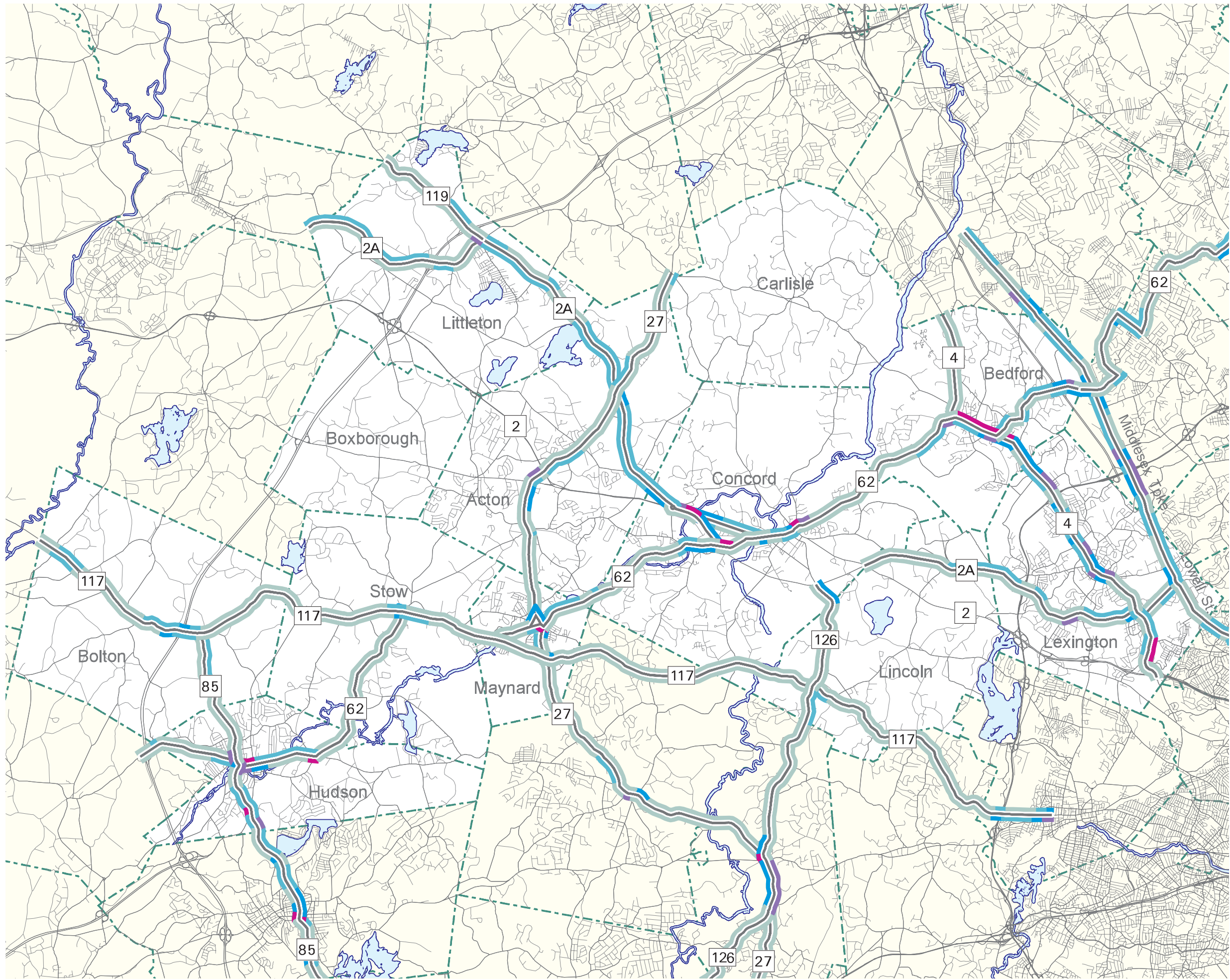
Routes Monitored	Year
Middlesex Tpk.	2002
Route 2A	2002
Route 4	2002
Route 27	2003
Route 62	2001
Route 85	2002
Route 117	2002
Route 119	2002
Route 126	2001

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**PM Peak Period
Minuteman Advisory Group on
Interlocal Coordination (MAGIC)
Arterial Roadways**

URBAN ARTERIALS

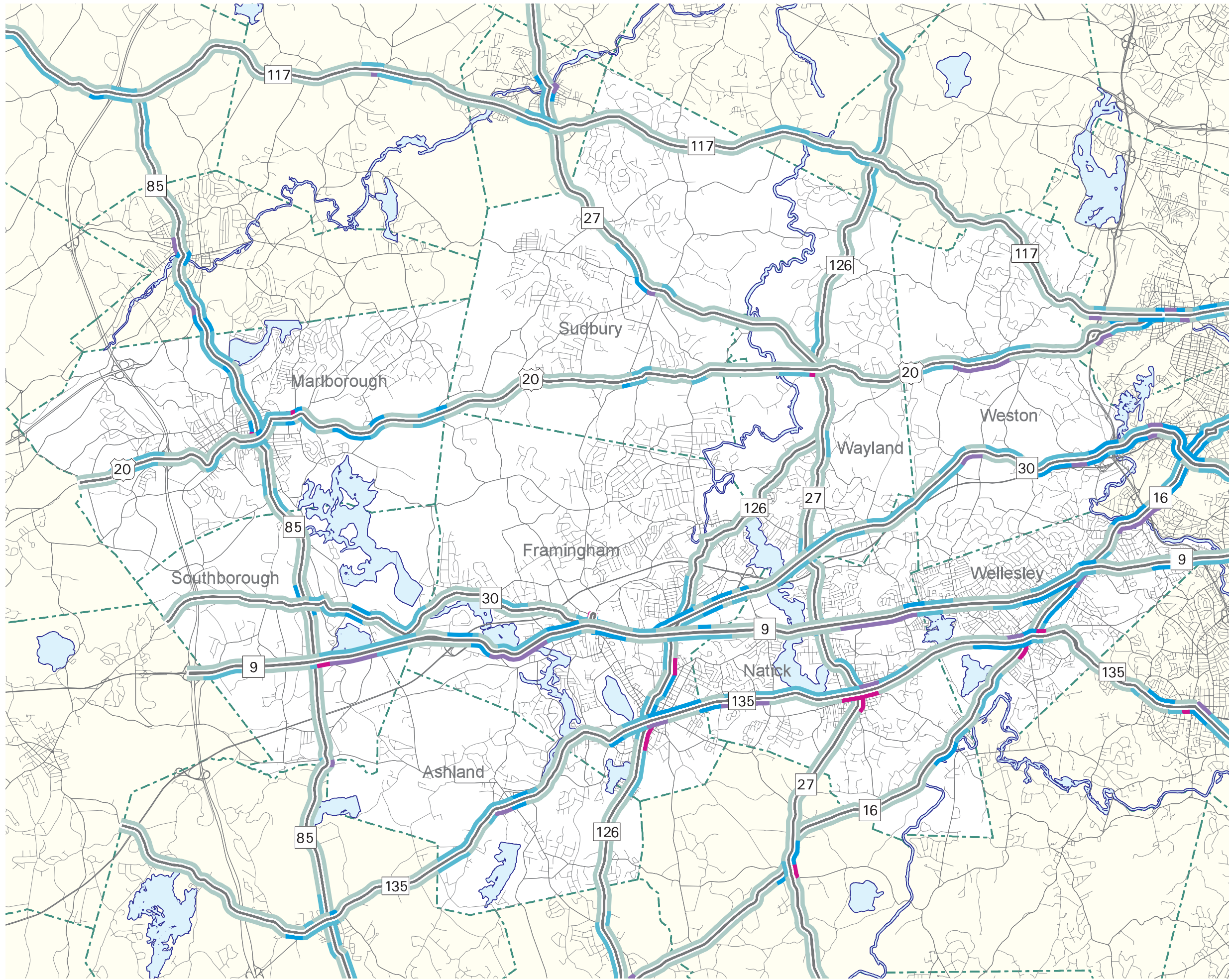
Routes Monitored	Year
Middlesex Tpk.	2002
Route 2A	2002
Route 4	2002
Route 27	2003
Route 62	2001
Route 85	2002
Route 117	2002
Route 119	2002
Route 126	2001

Speed Index*

	< 40%
	40%-50%
	50%-70%
	70%-90%
	> 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
**Congestion
Management
System**



SPEED INDEX

**AM Peak Period
MetroWest Growth Management
Committee (MetroWest)
Arterial Roadways**

URBAN ARTERIALS

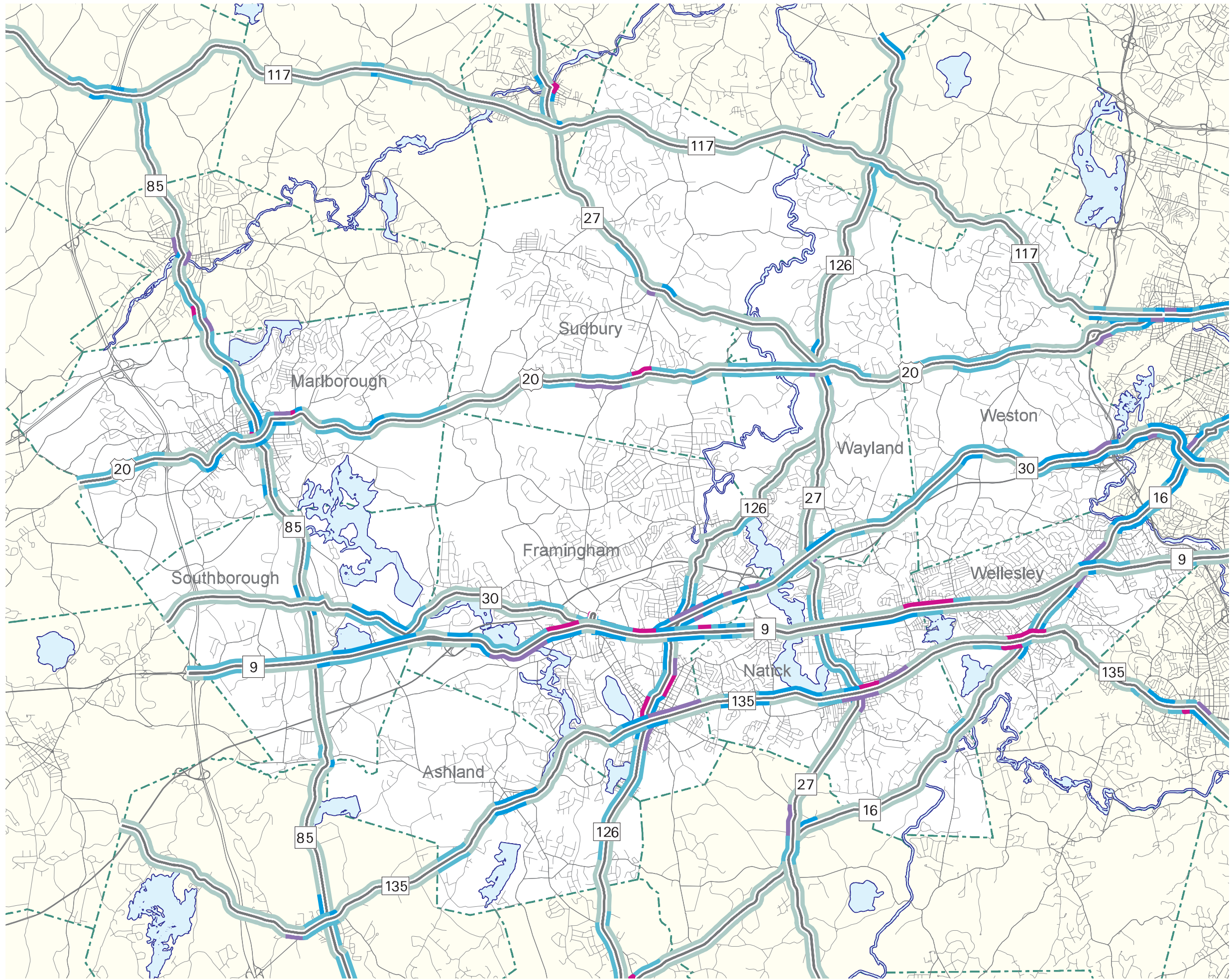
Routes Monitored	Year
Route 9	2002-2003
Route 16	2001
Route 20	2002
Route 27	2003
Route 30	2002
Route 85	2002
Route 117	2002
Route 126	2001
Route 135	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**PM Peak Period
MetroWest Growth Management
Committee (MetroWest)
Arterial Roadways**

URBAN ARTERIALS

Routes Monitored	Year
Route 9	2002-2003
Route 16	2001
Route 20	2002
Route 27	2003
Route 30	2002
Route 85	2002
Route 117	2002
Route 126	2001
Route 135	2002

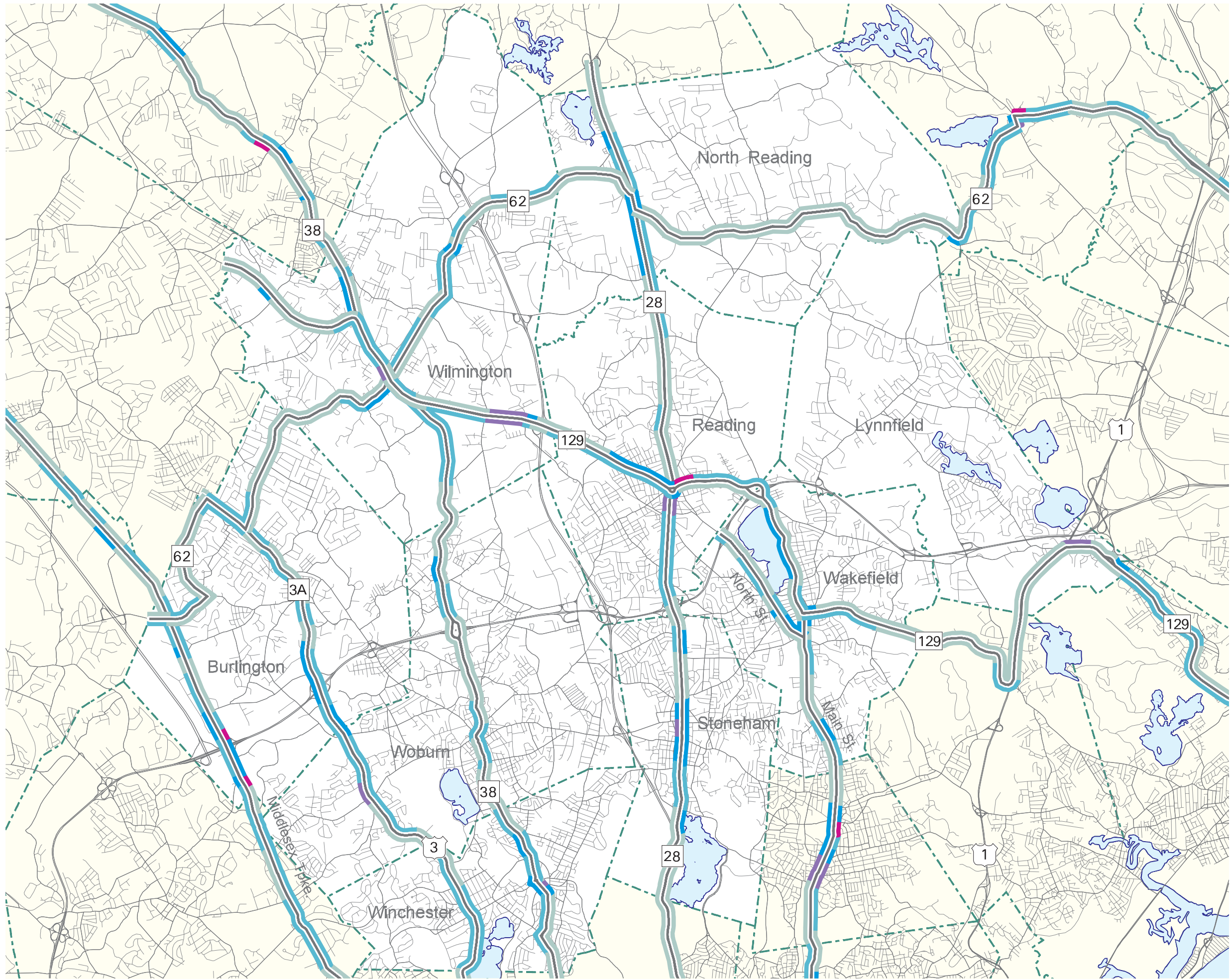
Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
**Congestion
Management
System**

CTPS



SPEED INDEX

AM Peak Period
North Suburban Planning Council
Arterial Roadways

URBAN ARTERIALS

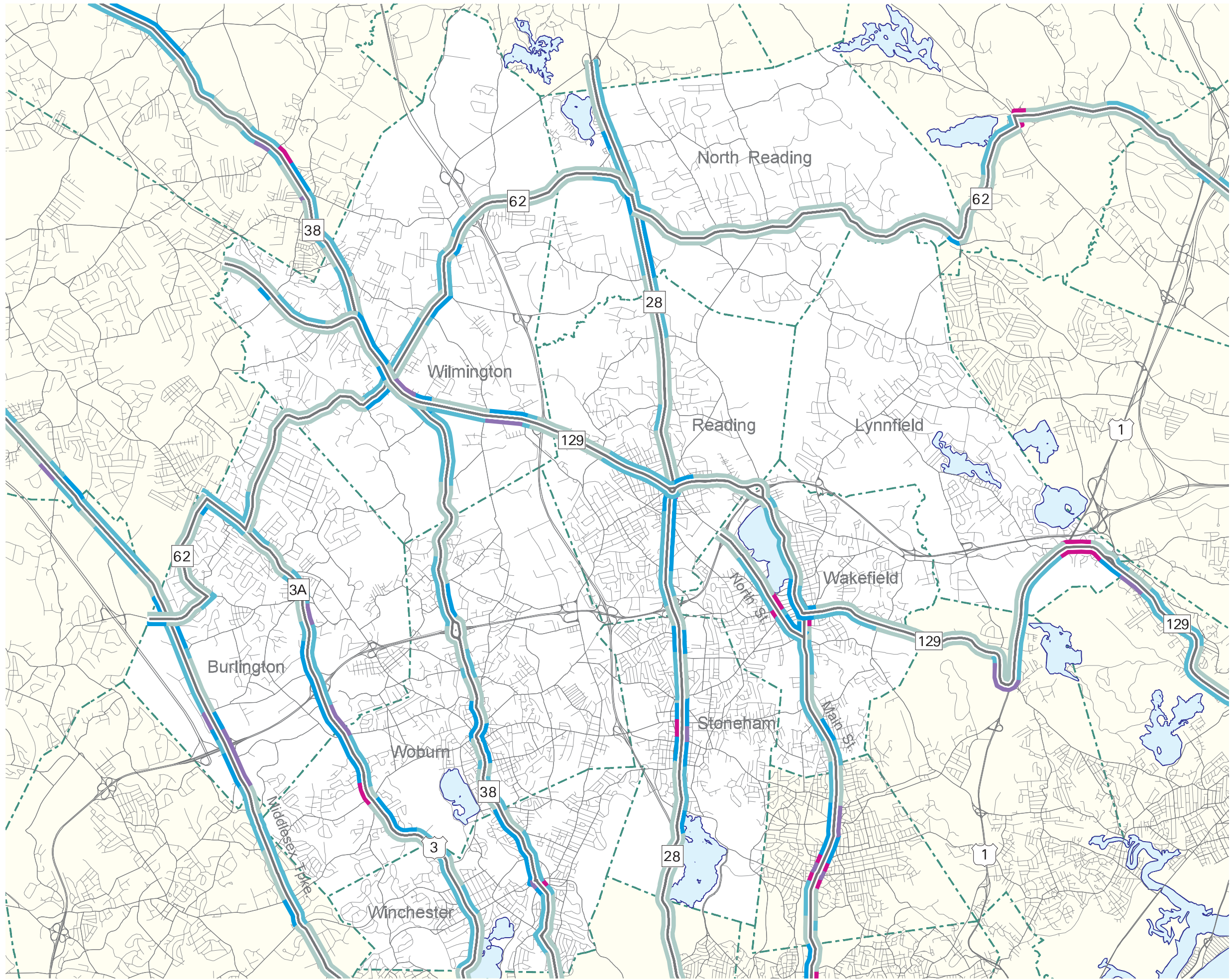
Routes Monitored	Year
Main St.	2003
Middlesex Tpk.	2002
Route 3/3A	2001
Route 28	2001
Route 38	2003
Route 62	2001-2003
Route 129	2001

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

PM Peak Period
North Suburban Planning Council
Arterial Roadways

URBAN ARTERIALS

Routes Monitored	Year
Main St.	2003
Middlesex Tpk.	2002
Route 3/3A	2001
Route 28	2001
Route 38	2003
Route 62	2001-2003
Route 129	2001

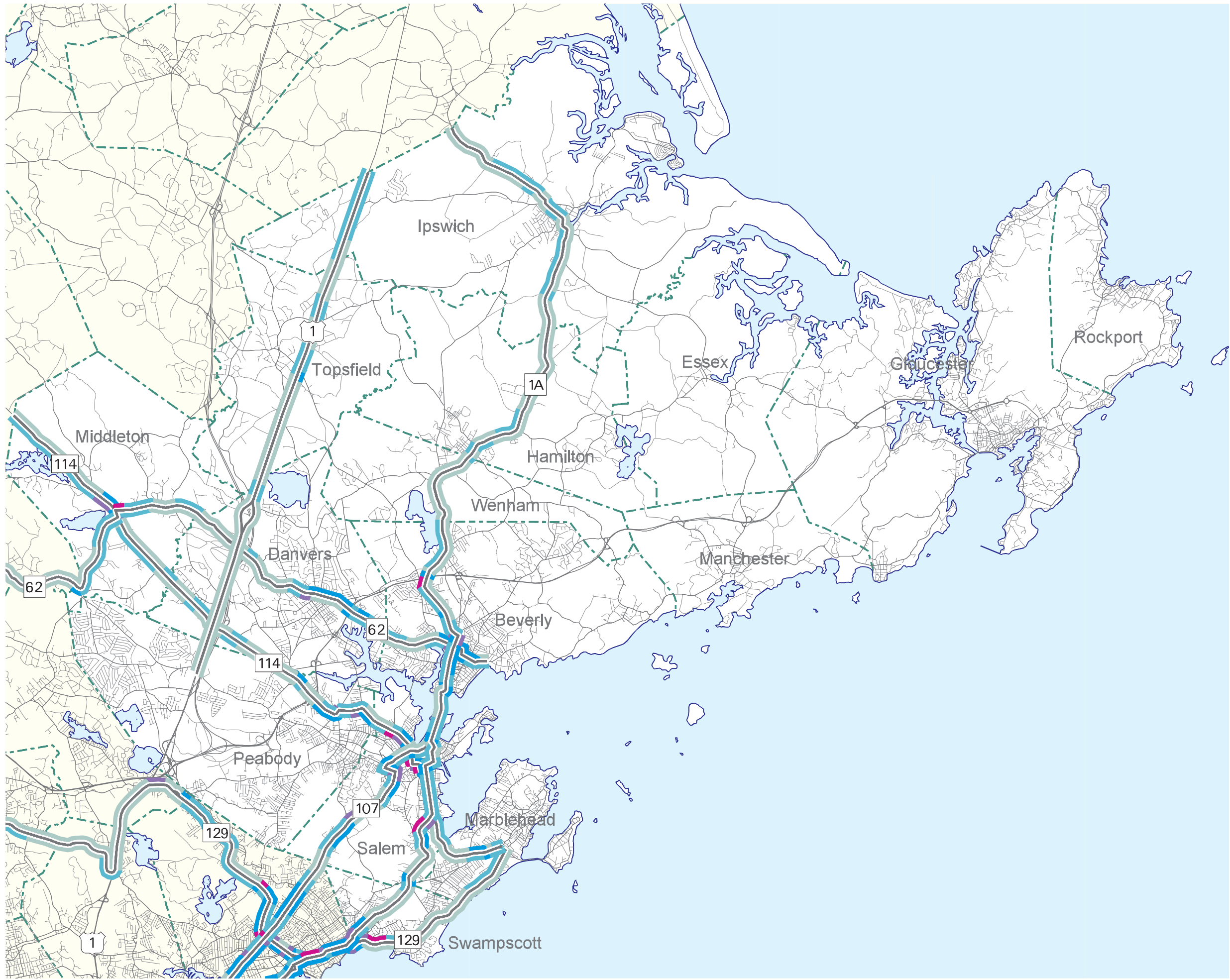
Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System

CTPS



SPEED INDEX

AM Peak Period
North Shore Task Force (NSTF)
Arterial Roadways

URBAN ARTERIALS

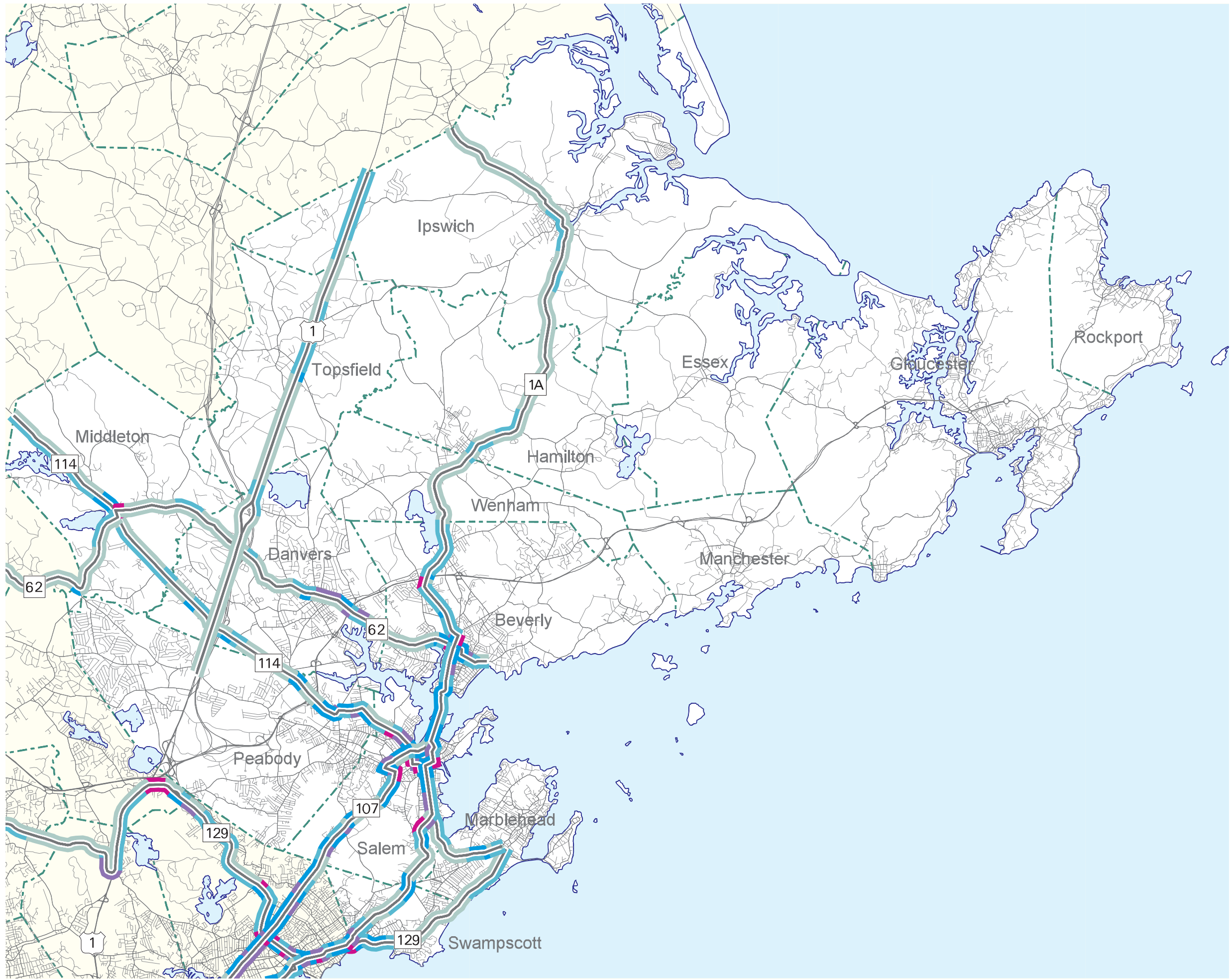
Routes Monitored	Year
Route 1	2002
Route 1A	2001-2002
Route 62	2003
Route 107	2001
Route 114	2002
Route 129	2001

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**PM Peak Period
North Shore Task Force (NSTF)
Arterial Roadways**

URBAN ARTERIALS

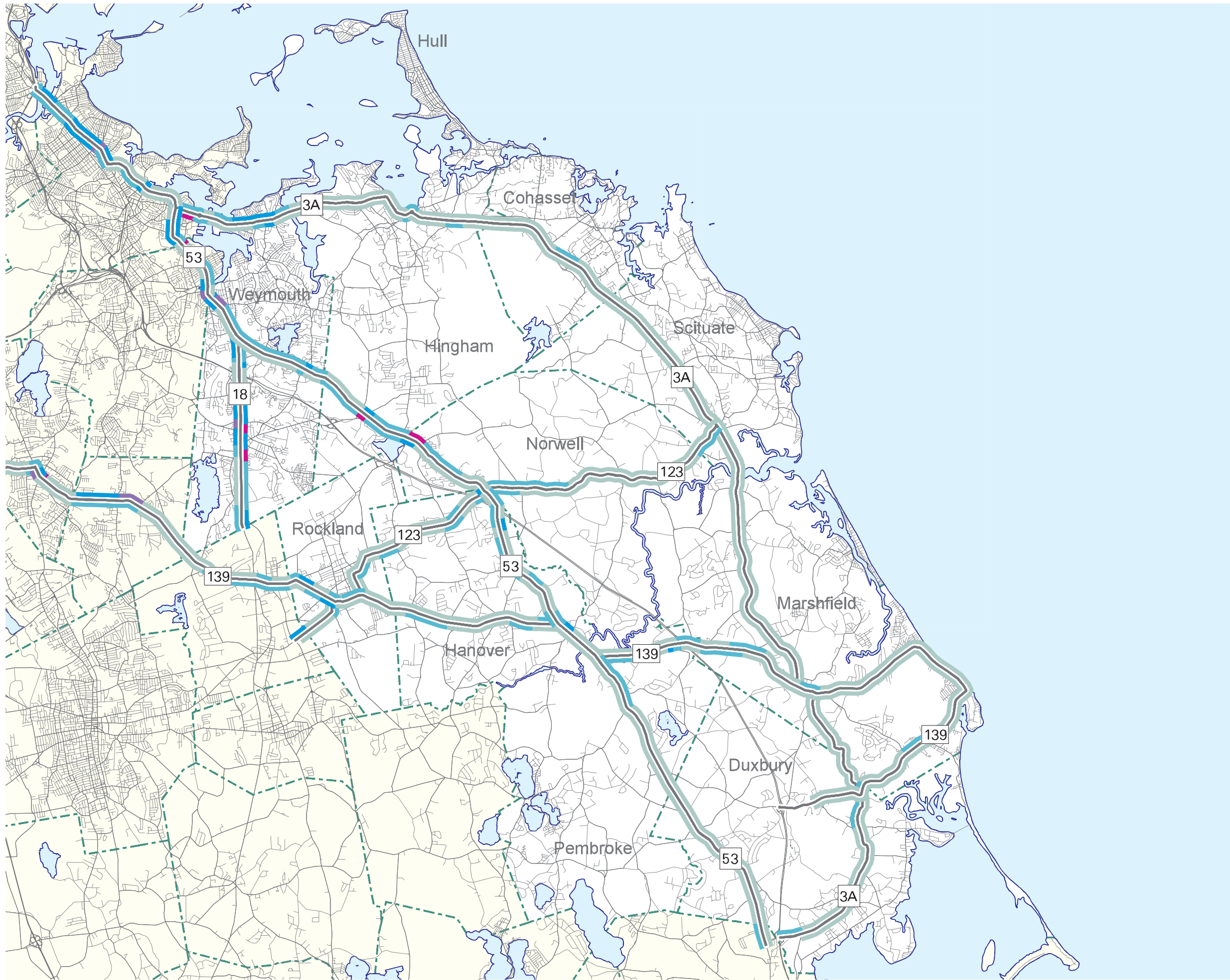
Routes Monitored	Year
Route 1	2002
Route 1A	2001-2002
Route 62	2003
Route 107	2001
Route 114	2002
Route 129	2001

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

AM Peak Period
South Shore Coalition
Arterial Roadways

URBAN ARTERIALS

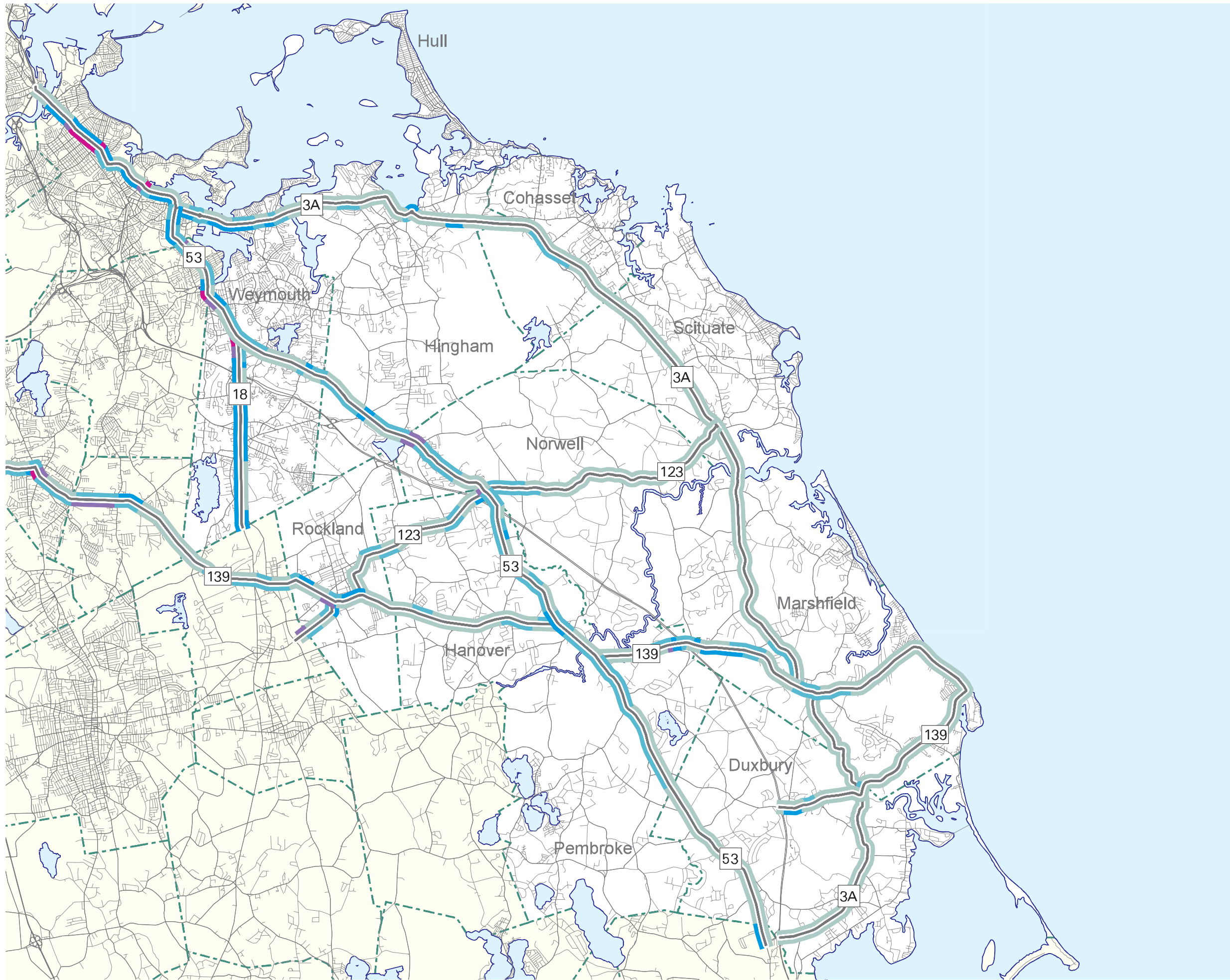
Routes Monitored	Year
Route 3A	2001
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**PM Peak Period
South Shore Coalition
Arterial Roadways**

URBAN ARTERIALS

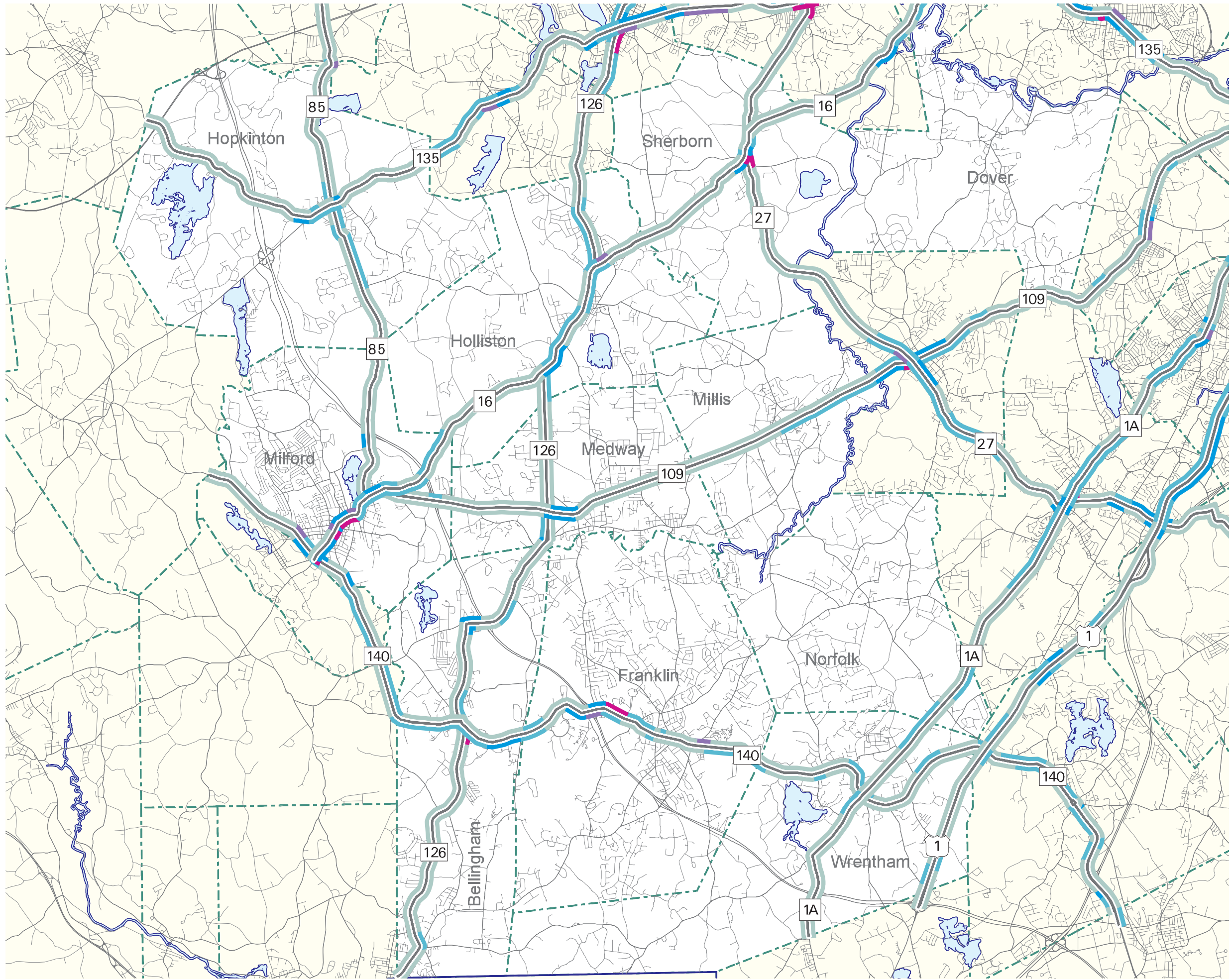
Routes Monitored	Year
Route 3A	2001
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**AM Peak Period
Southwest Advisory Planning
Committee (SWAP)
Arterial Roadways**

URBAN ARTERIALS

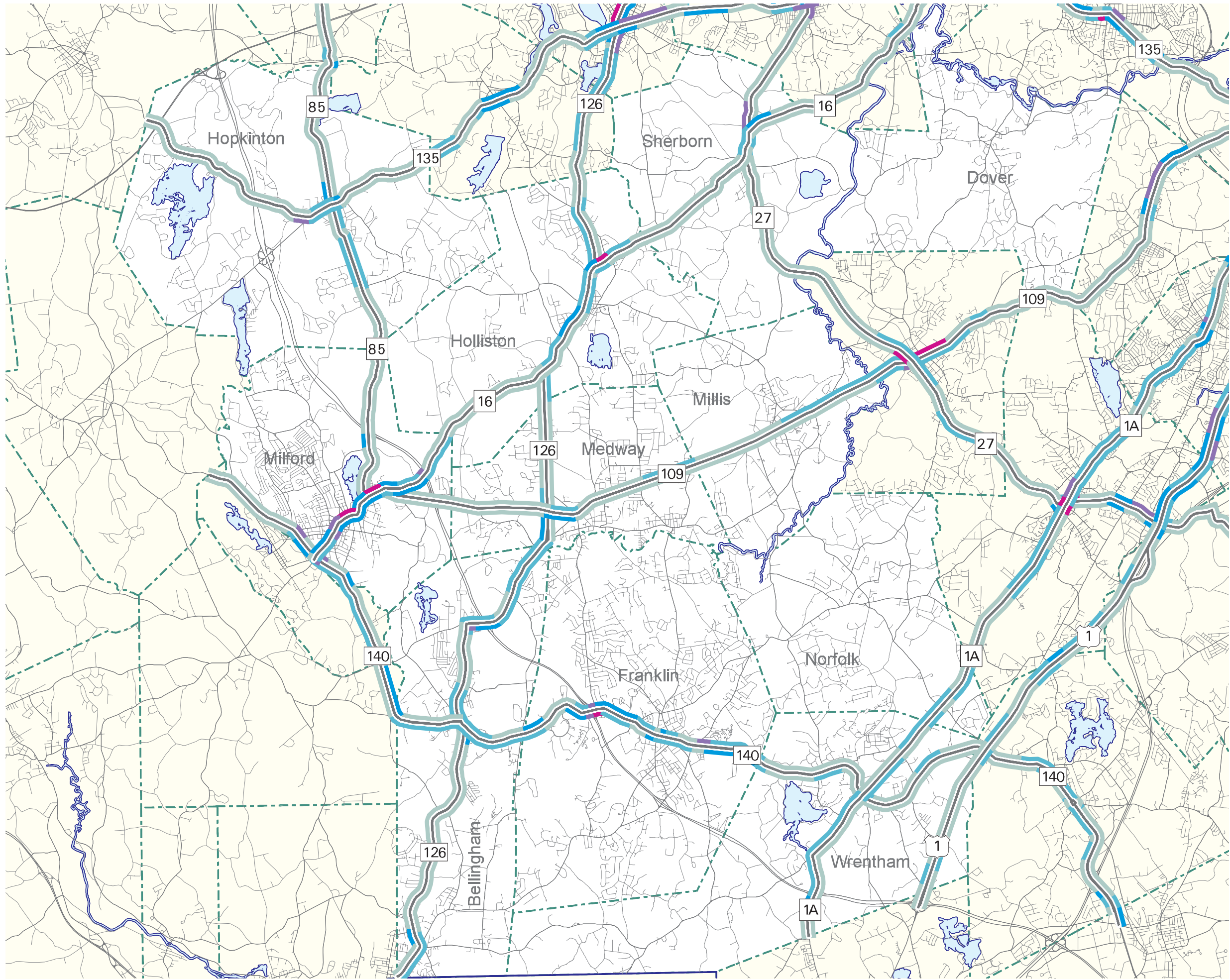
Routes Monitored	Year
Route 1	2003
Route 1A	2003
Route 16	2001
Route 27	2003
Route 85	2002
Route 109	2001
Route 126	2001
Route 135	2002
Route 140	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
**Congestion
Management
System**



SPEED INDEX

**PM Peak Period
Southwest Advisory Planning
Committee (SWAP)
Arterial Roadways**

URBAN ARTERIALS

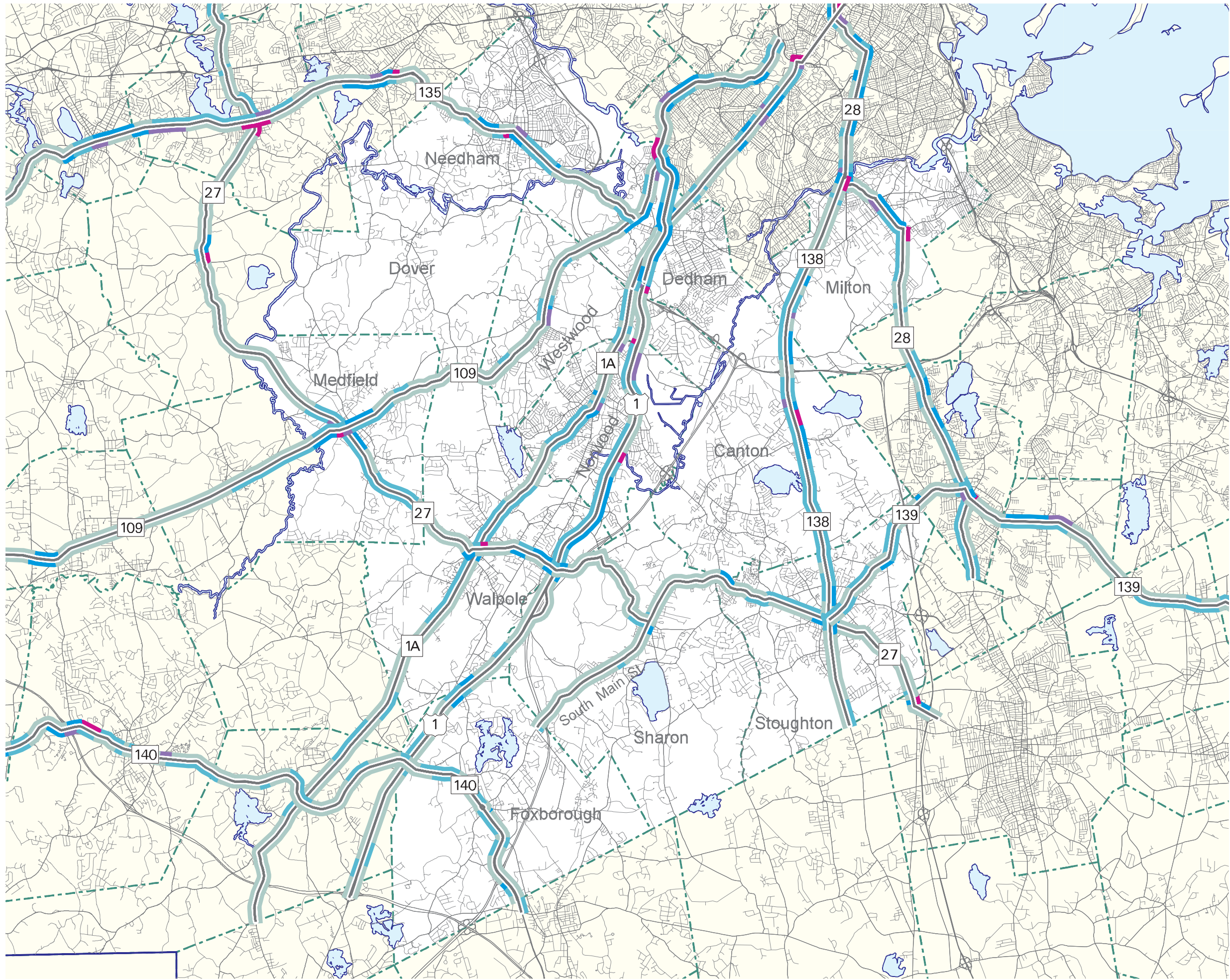
Routes Monitored	Year
Route 1	2003
Route 1A	2003
Route 16	2001
Route 27	2003
Route 85	2002
Route 109	2001
Route 126	2001
Route 135	2002
Route 140	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
**Congestion
Management
System**



SPEED INDEX

**AM Peak Period
Three Rivers Interlocal
Council (TRIC)
Arterial Roadways**

URBAN ARTERIALS

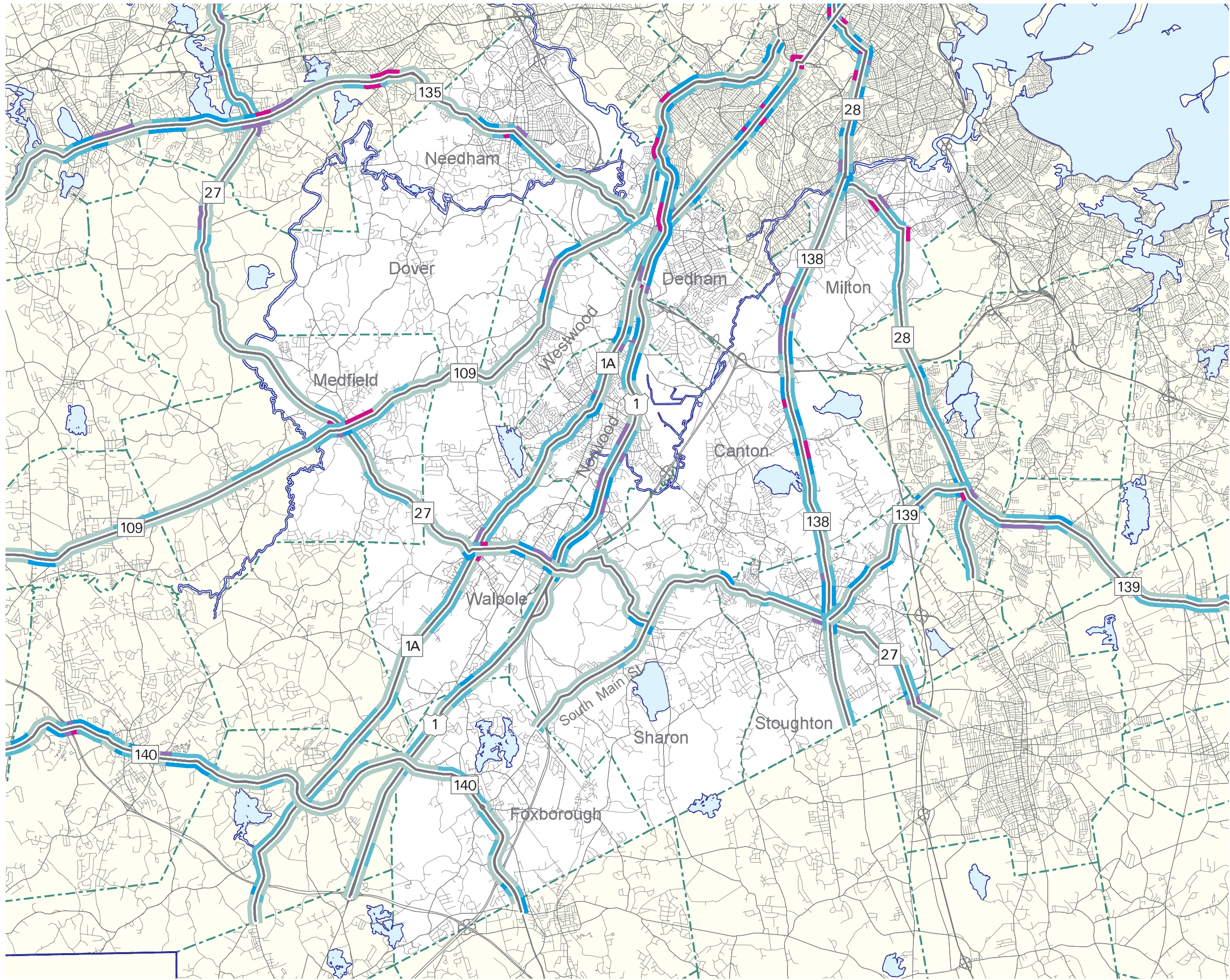
Routes Monitored	Year
Route 1	2003
Route 1A	2001
Route 27	2003
Route 28	2001
Route 109	2001
Route 135	2002
Route 138	2003
Route 139	2002
Route 140	2002
VFW Pkwy.	2003
Washington St.	2003

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



SPEED INDEX

**PM Peak Period
Three Rivers Interlocal
Council (TRIC)
Arterial Roadways**

URBAN ARTERIALS

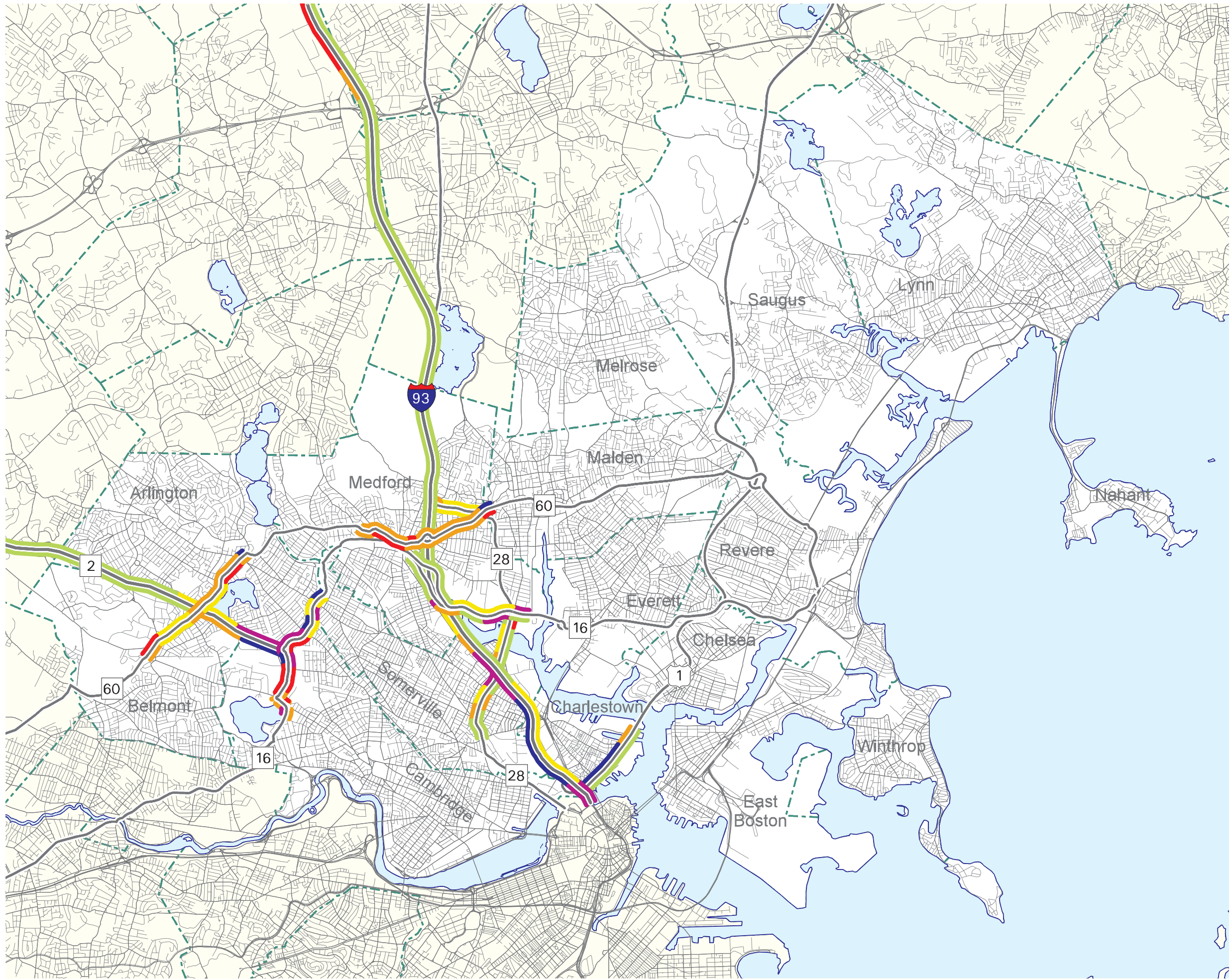
Routes Monitored	Year
Route 1	2003
Route 1A	2001
Route 27	2003
Route 28	2001
Route 109	2001
Route 135	2002
Route 138	2003
Route 139	2002
Route 140	2002
VFW Pkwy.	2003
Washington St.	2003

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion
Management
System



AVERAGE TRAVEL SPEEDS

**AM Peak Period
Inner Core (Upper)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

Route 2 I-93

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored

Route 1

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

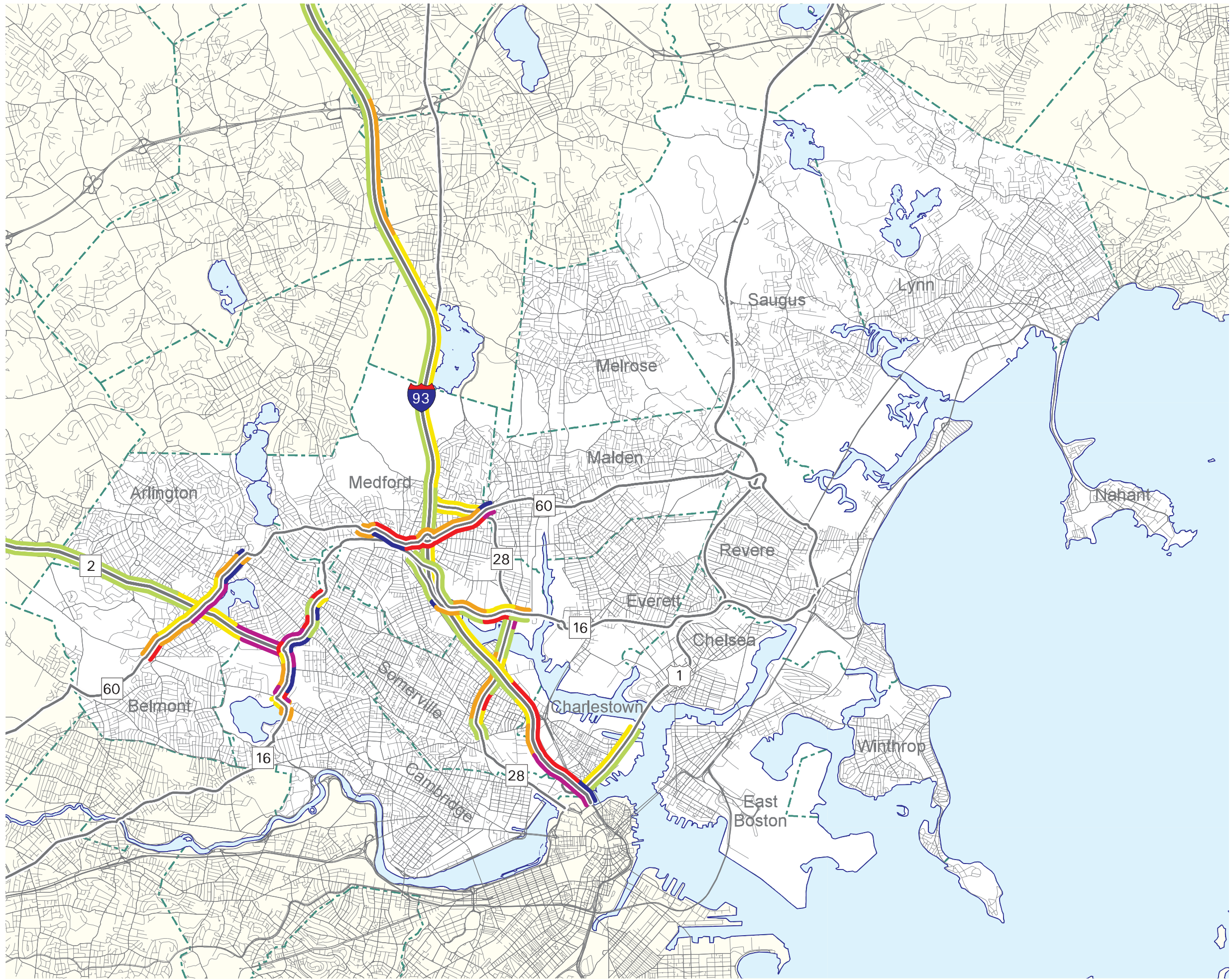
Class III Routes Monitored

Route 16 Route 60
Route 28

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.



AVERAGE TRAVEL SPEEDS

**PM Peak Period
Inner Core (Upper)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

Route 2 I-93

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored

Route 1

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

Class III Routes Monitored

Route 16 Route 60
Route 28

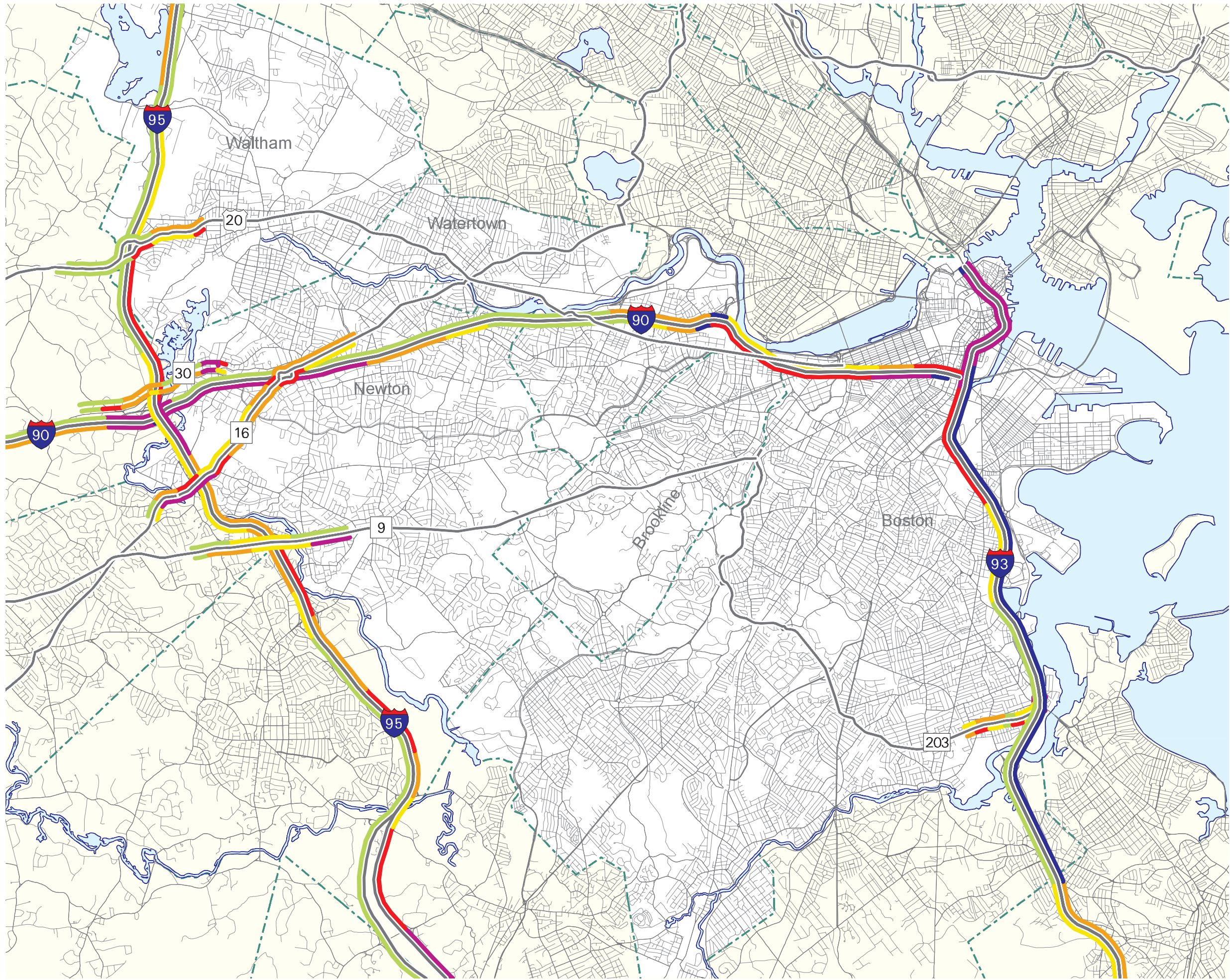
Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

**AM Peak Period
Inner Core (Middle)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

I-90 I-95
I-93

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored
Route 9

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

Class III Routes Monitored

Route 16 Route 30
Route 20 Route 203

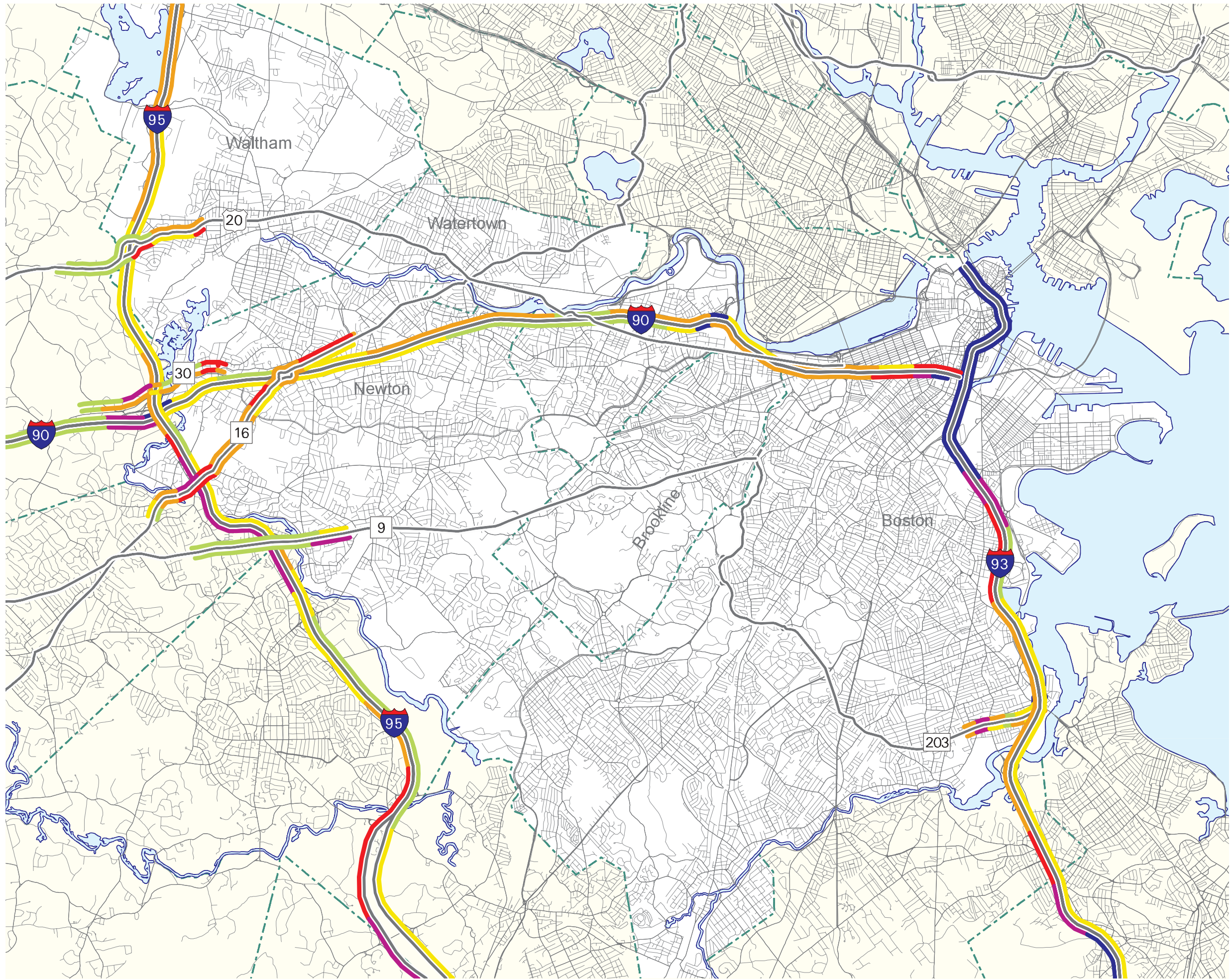
Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO
**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

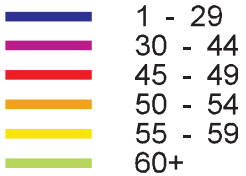
PM Peak Period
Inner Core (Middle)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-90 I-95
I-93

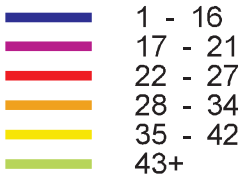
Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored
Route 9

Average Speed (mph)



Class III Routes Monitored

Route 16 Route 30
Route 20 Route 203

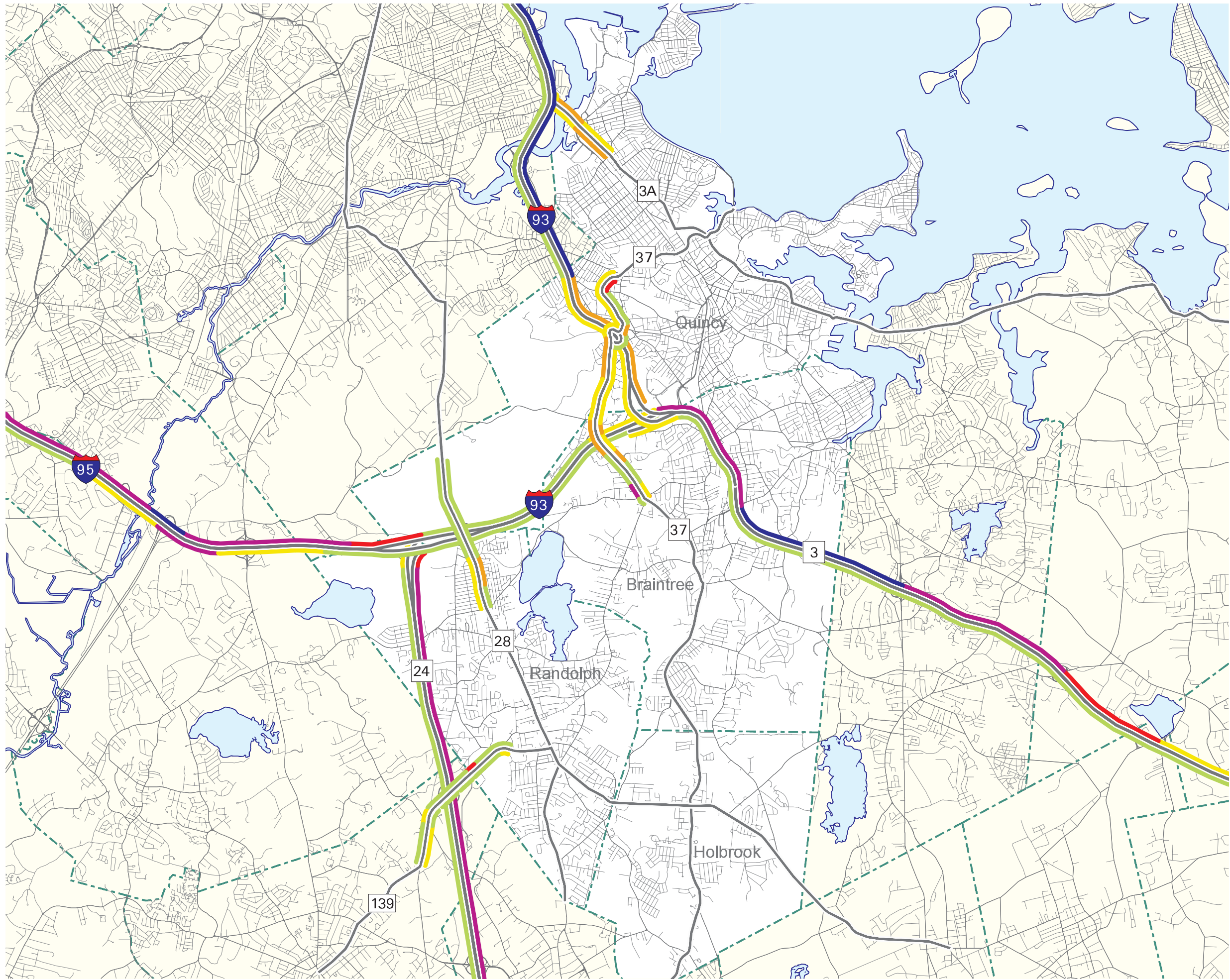
Average Speed (mph)



* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

**AM Peak Period
Inner Core (Lower)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

Route 3 I-93
Route 24

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored
NONE

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

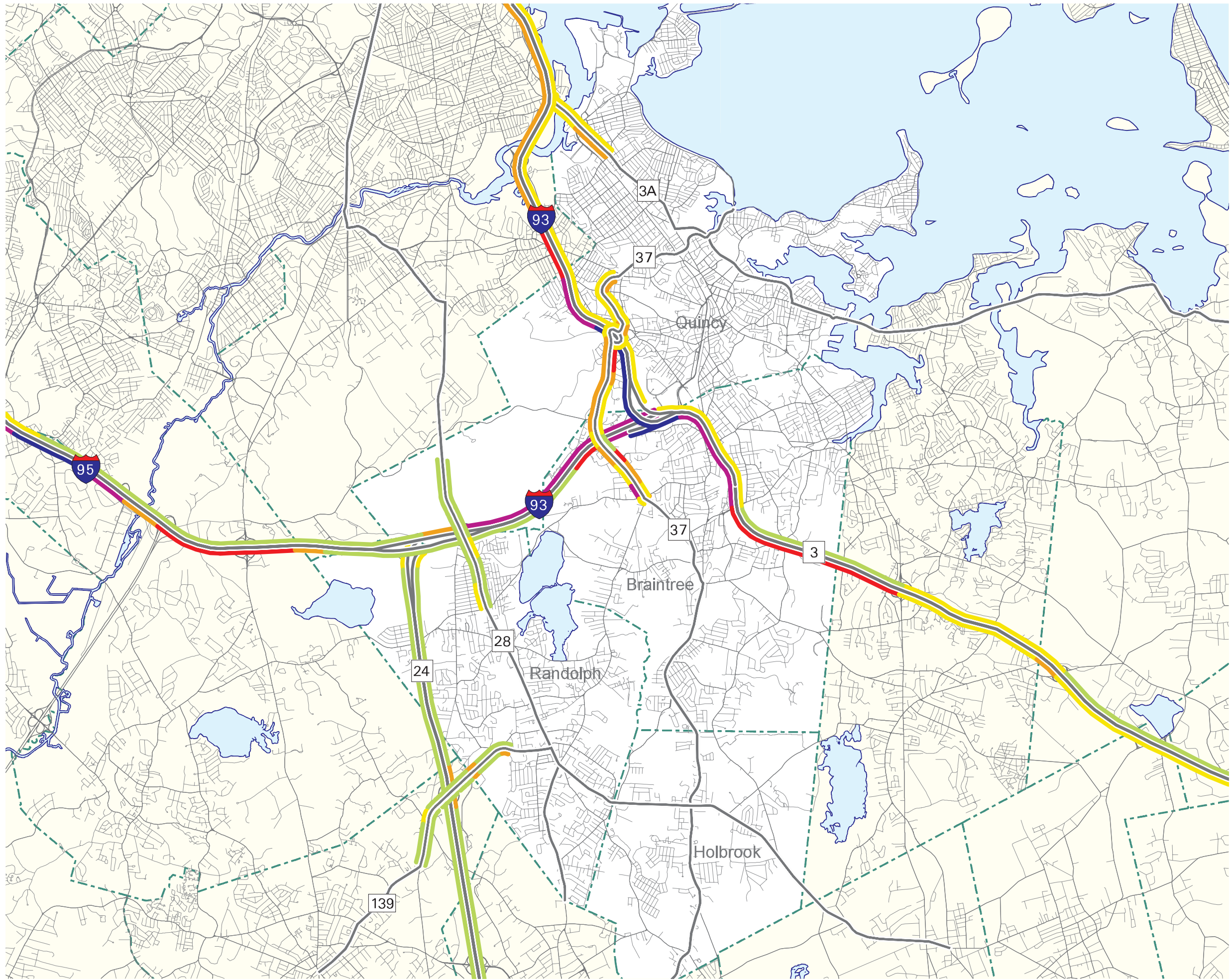
Class III Routes Monitored

Route 3A Route 37
Route 28 Route 139

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.



AVERAGE TRAVEL SPEEDS

**PM Peak Period
Inner Core (Lower)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

Route 3 I-93
Route 24

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored
NONE

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

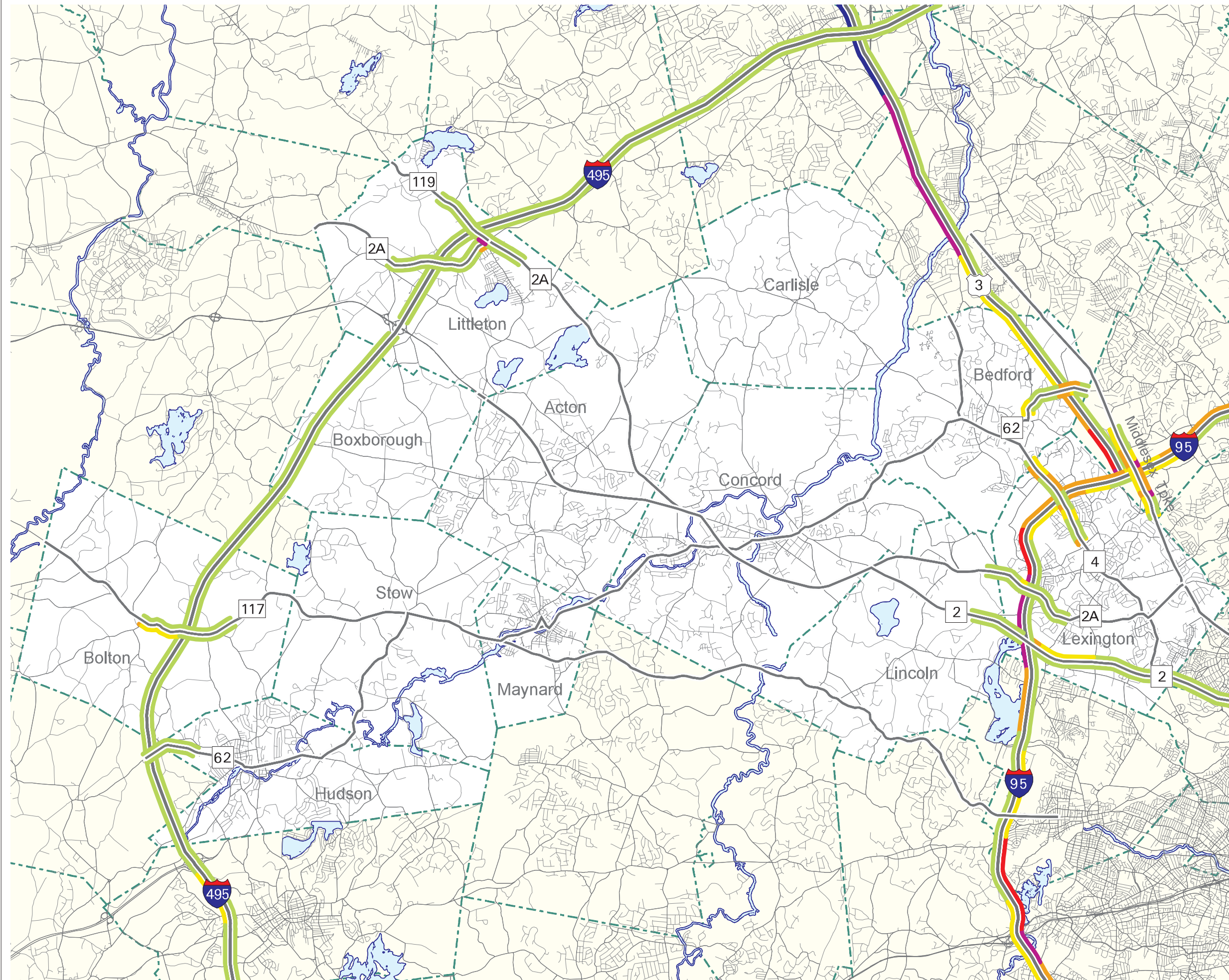
Class III Routes Monitored

Route 3A Route 37
Route 28 Route 139

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.



AVERAGE TRAVEL SPEEDS

AM Peak Period
Minuteman Advisory Group on
Interlocal Coordination (MAGIC)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-95 Route 2
I-495 Route 3

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored

Route 2

Average Speed (mph)



Class III Routes Monitored

Middlesex Tpk. Route 62
Route 2A Route 117
Route 4 Route 119

Average Speed (mph)

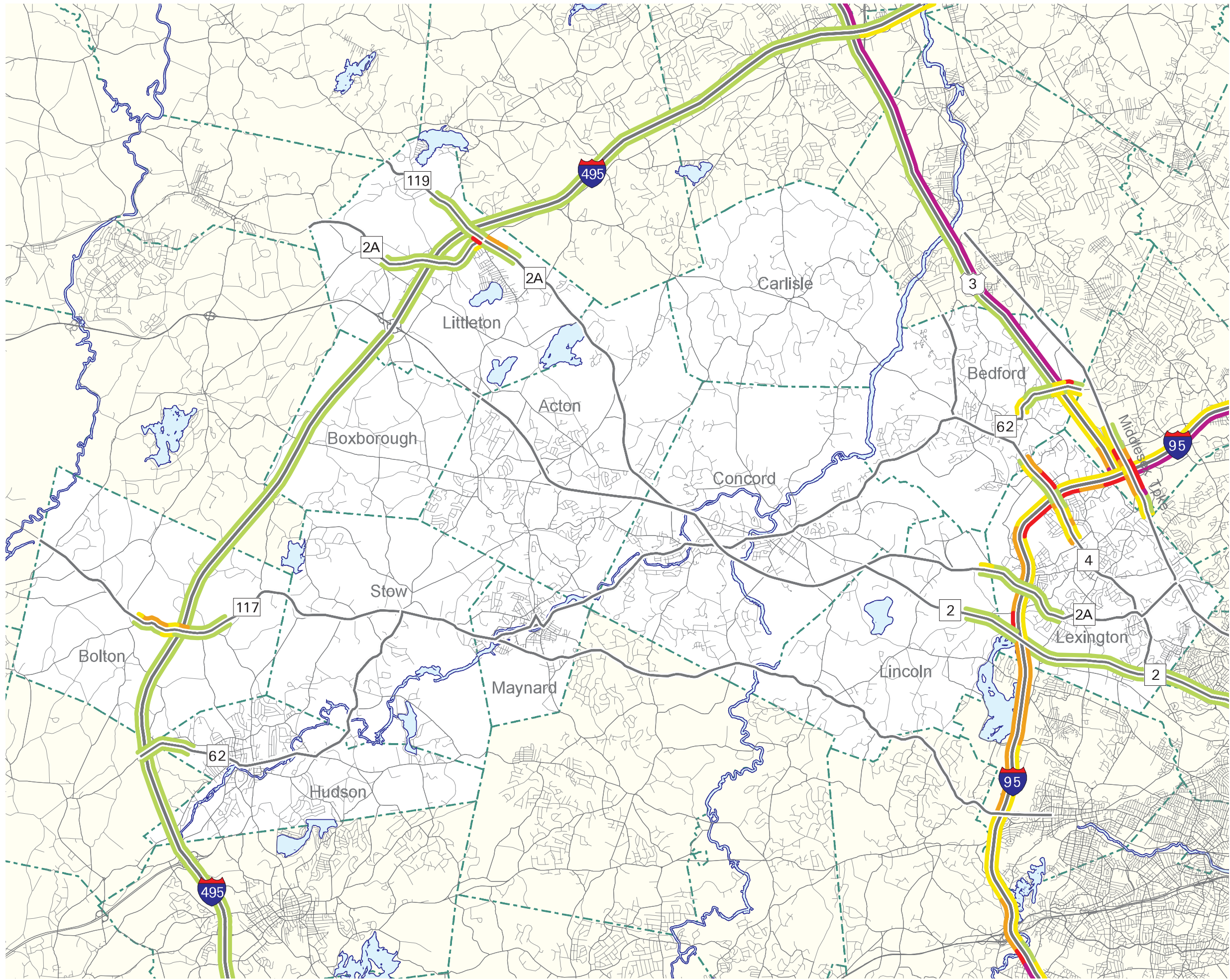


* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO

**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

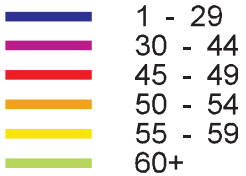
PM Peak Period
Minuteman Advisory Group on
Interlocal Coordination (MAGIC)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-95 Route 2
I-495 Route 3

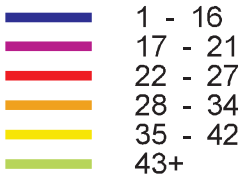
Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored
Route 2

Average Speed (mph)



Class III Routes Monitored

Middlesex Tpk. Route 62
Route 2A Route 117
Route 4 Route 119

Average Speed (mph)



* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
MetroWest Growth Management
Committee (MetroWest)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-90 I-495
I-95

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored

Route 9

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

Class III Routes Monitored

Route 16 Route 30
Route 20

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
MetroWest Growth Management
Committee (MetroWest)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-90 I-495
I-95

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored

Route 9

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

Class III Routes Monitored

Route 16 Route 30
Route 20

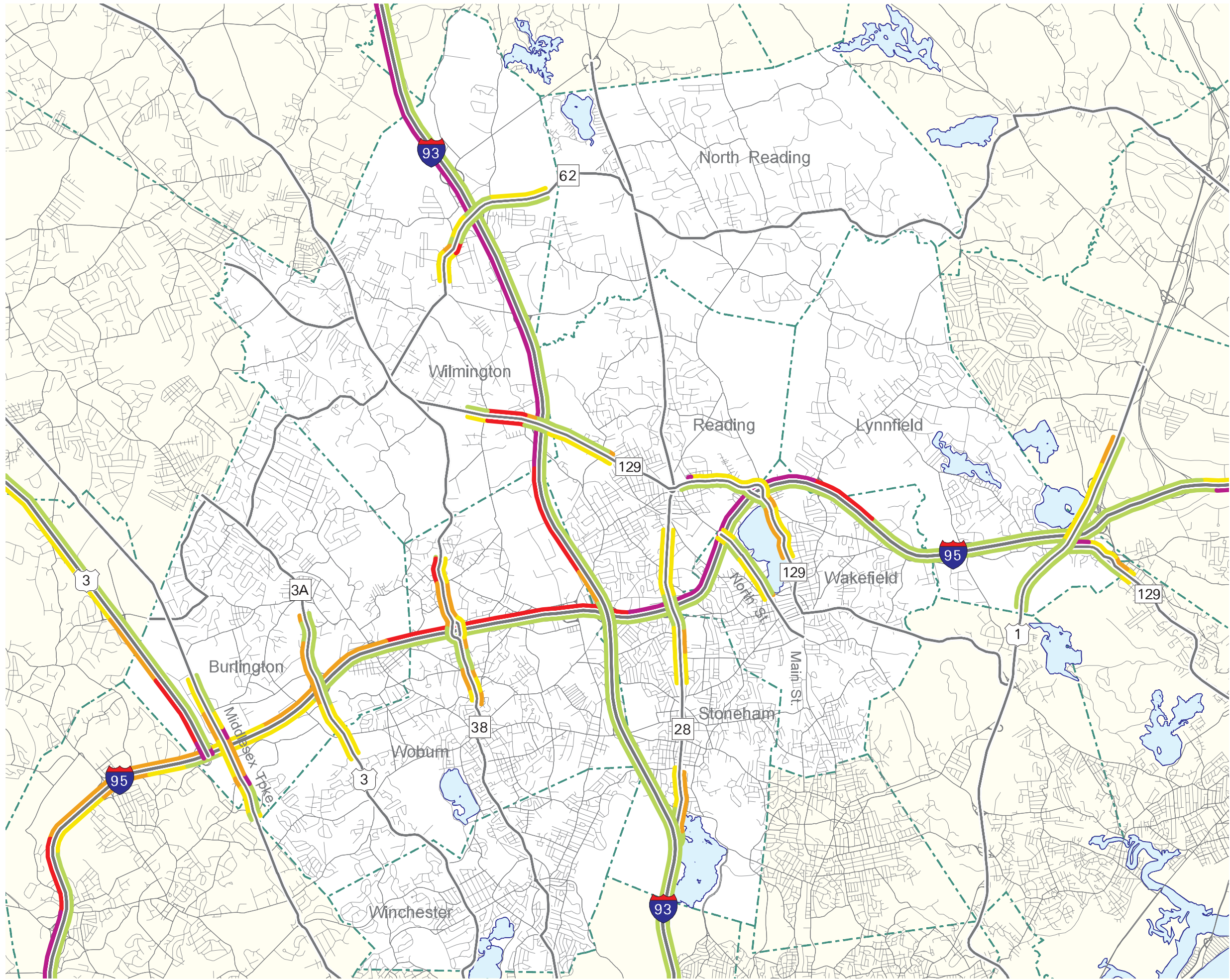
Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
North Suburban Planning Council
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored
I-93 Route 3
I-95

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored
Route 1

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

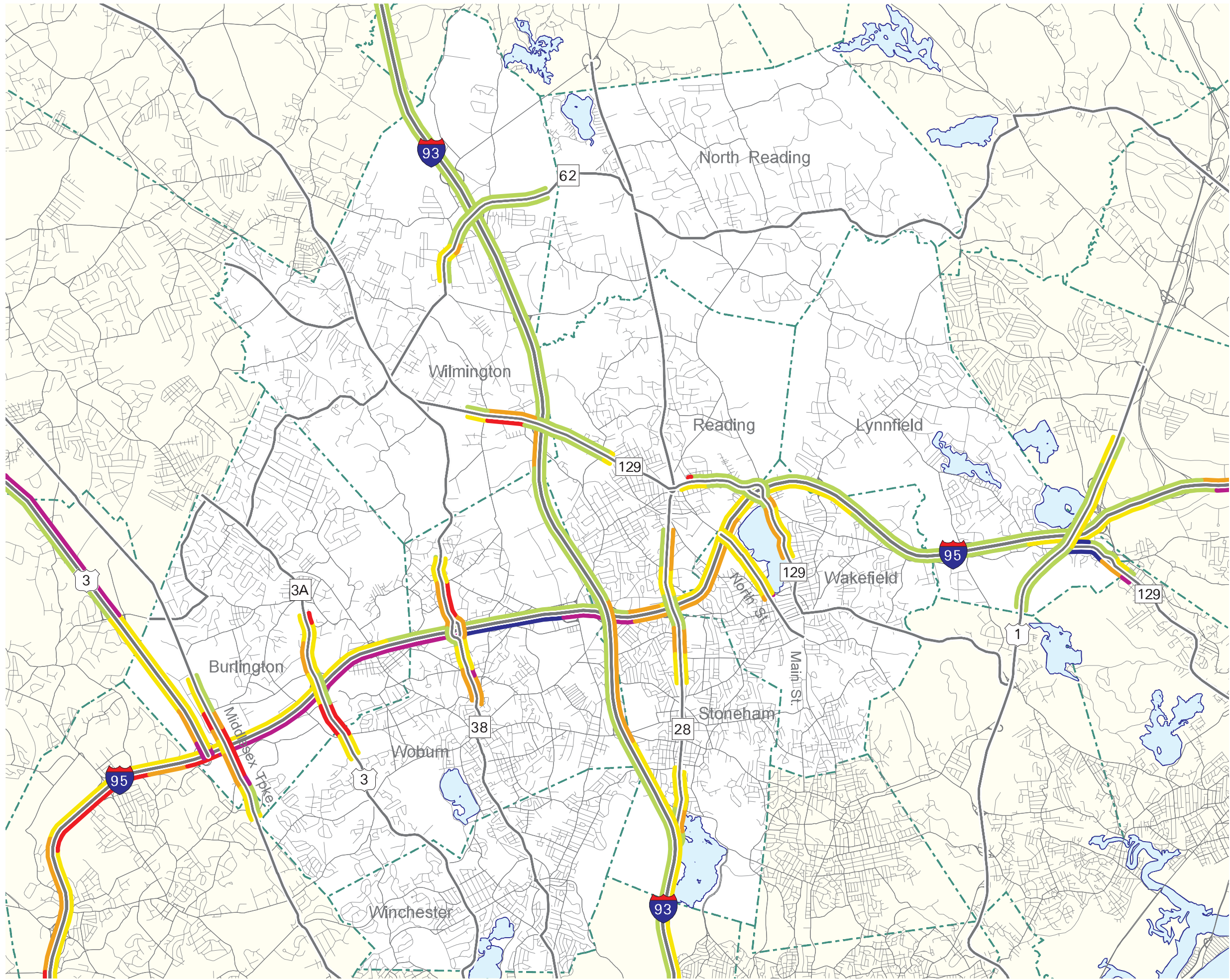
Class III Routes Monitored

Main St. Route 38
Middlesex Tpk. Route 62
Route 3/3A Route 129
Route 28

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.



AVERAGE TRAVEL SPEEDS

PM Peak Period
North Suburban Planning Council
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored
I-93 Route 3
I-95

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored
Route 1

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

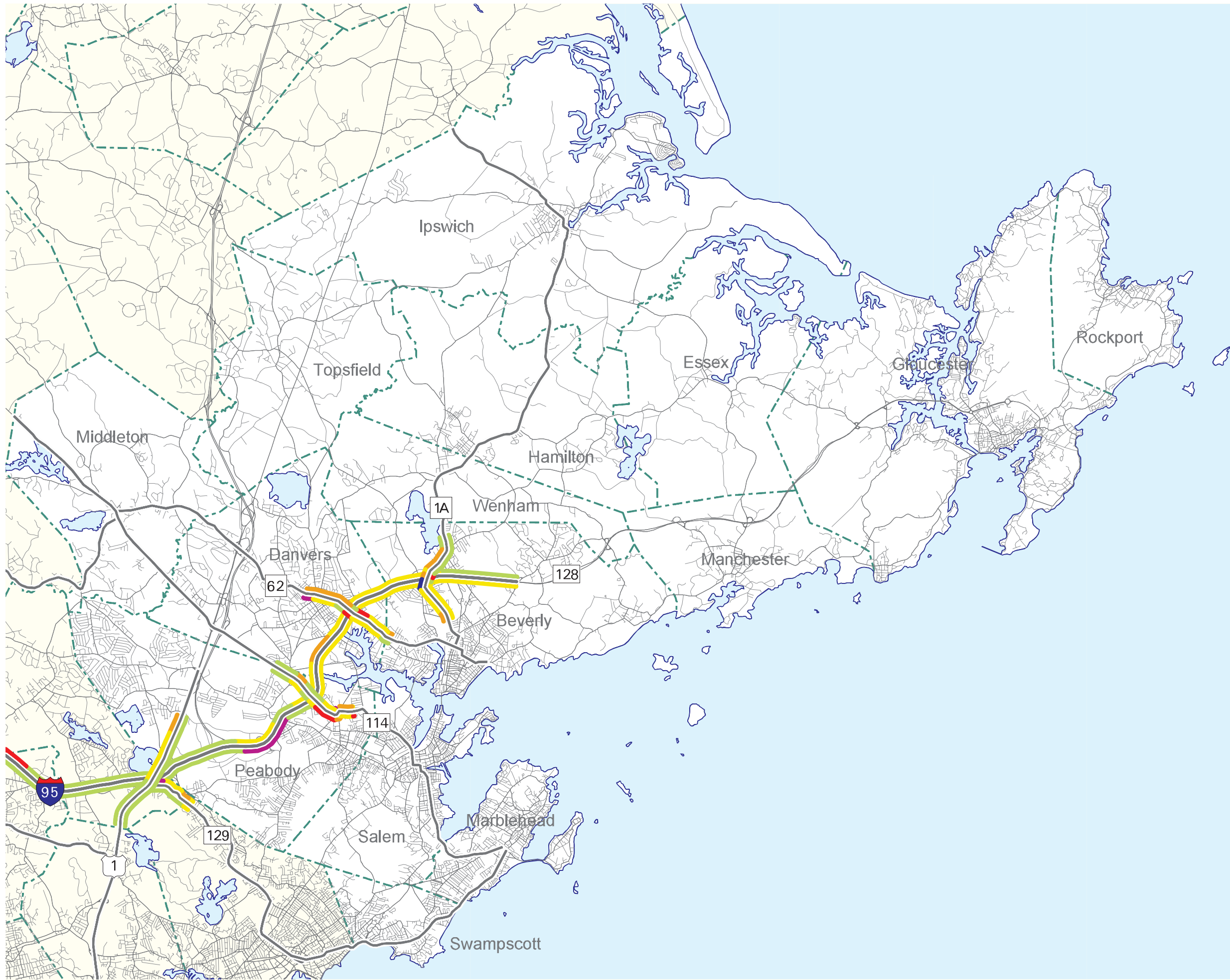
Class III Routes Monitored

Main St. Route 38
Middlesex Tpk. Route 62
Route 3/3A Route 129
Route 28

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.



AVERAGE TRAVEL SPEEDS

AM Peak Period
North Shore Task Force (NSTF)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-95 / Route 128

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored

Route 1

Average Speed (mph)



Class III Routes Monitored

Route 1A	Route 114
Route 62	Route 129

Average Speed (mph)

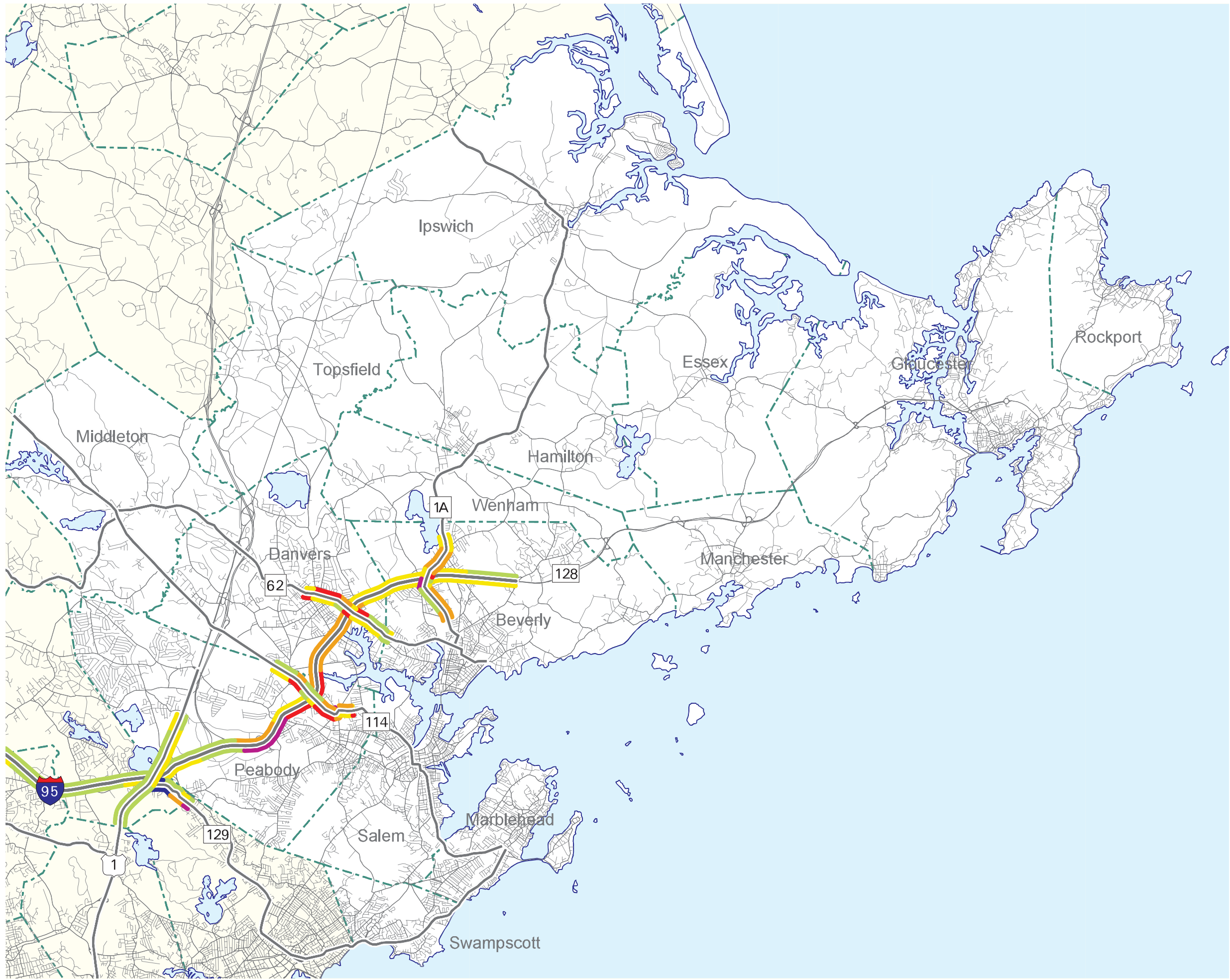


* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO

Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
North Shore Task Force (NSTF)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-95 / Route 128

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored

Route 1

Average Speed (mph)



Class III Routes Monitored

Route 1A

Route 114

Route 62

Route 129

Average Speed (mph)

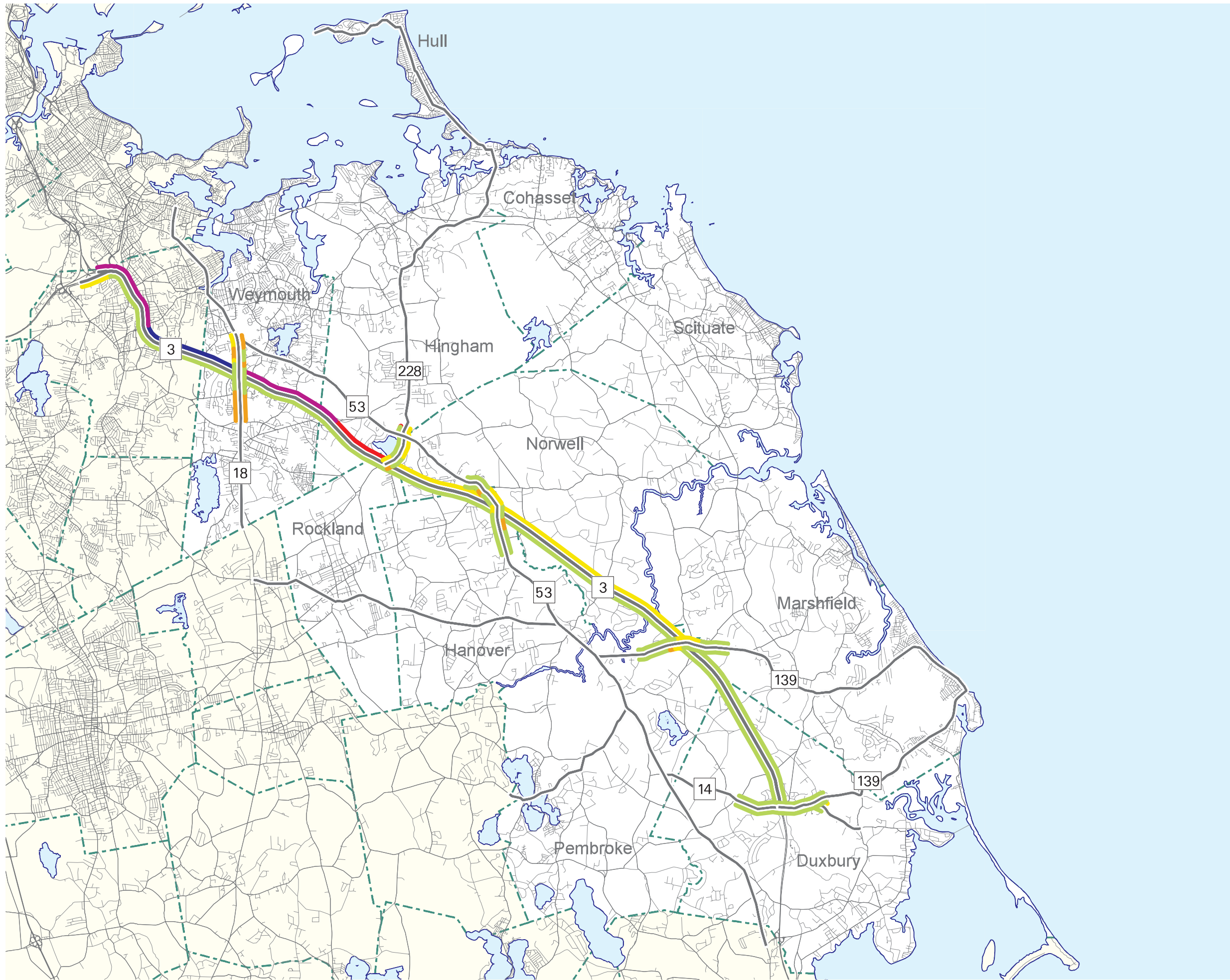


* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO

Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

**AM Peak Period
South Shore Coalition (SSC)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

Route 3

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored

NONE

Average Speed (mph)



Class III Routes Monitored

Route 14	Route 139
Route 18	Route 228
Route 53	

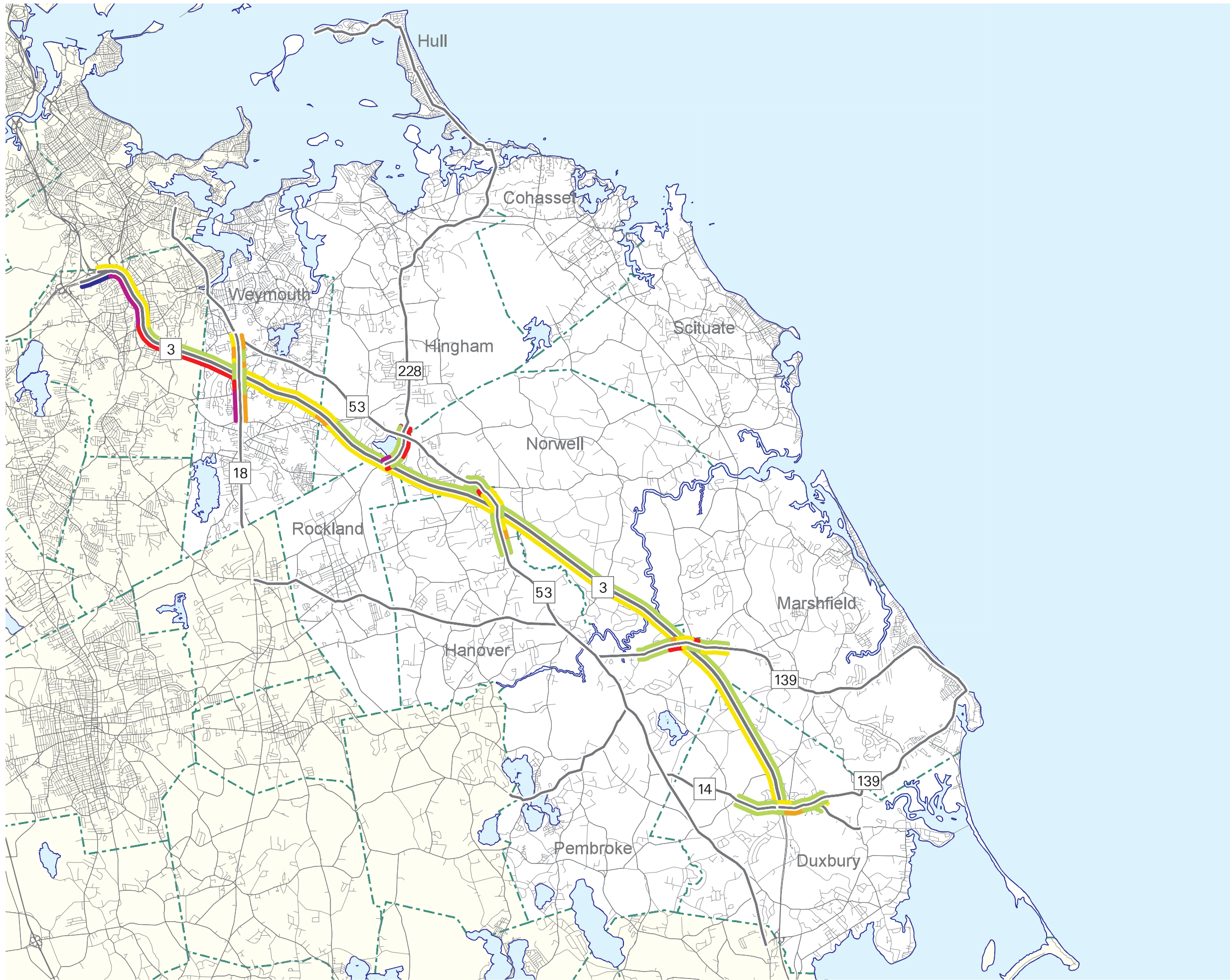
Average Speed (mph)



* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO
**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

**PM Peak Period
South Shore Coalition (SSC)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored

Route 3

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored

NONE

Average Speed (mph)



Class III Routes Monitored

Route 14	Route 139
Route 18	Route 228
Route 53	

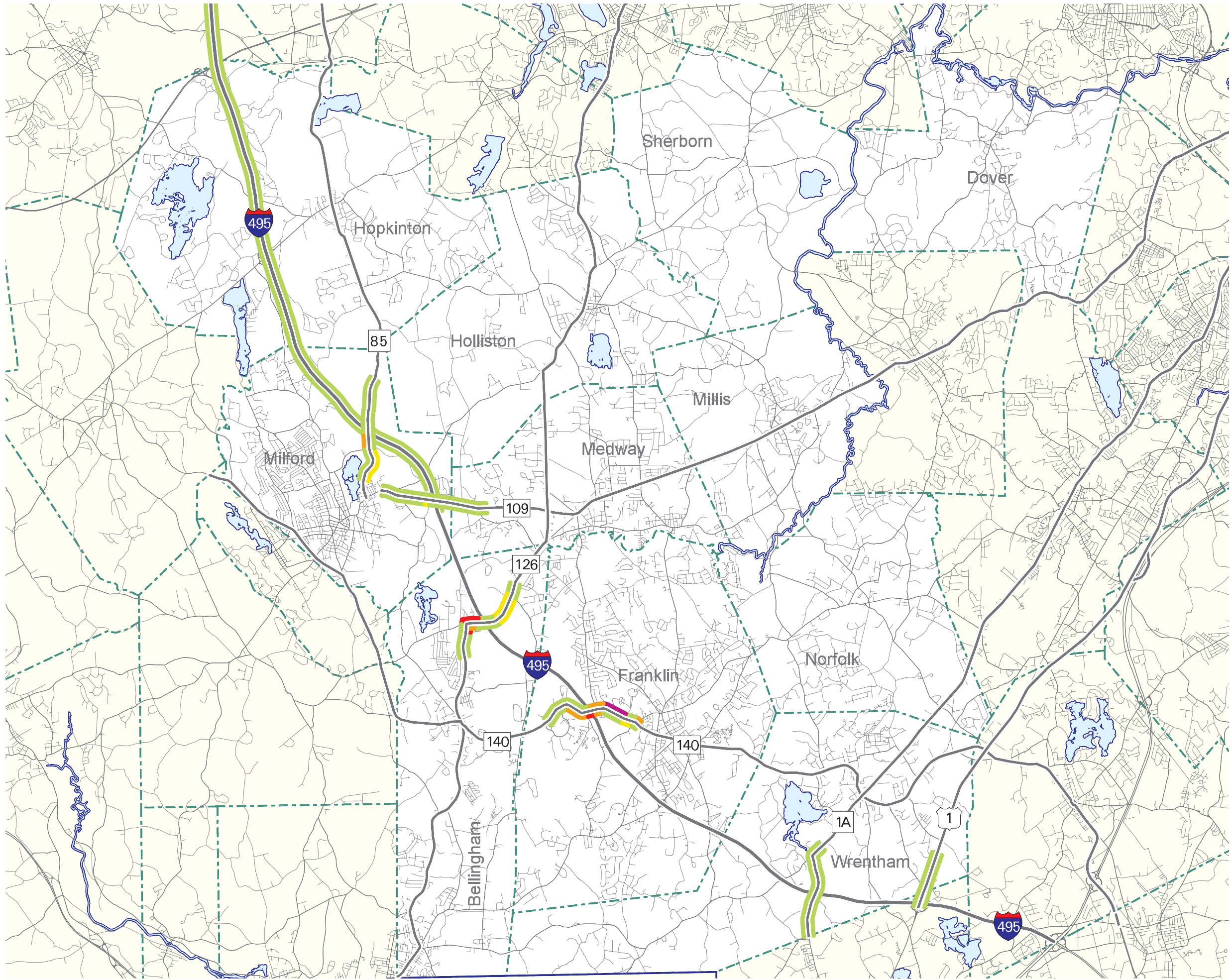
Average Speed (mph)



* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO
**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
Southwest Advisory Planning
Committee (SWAP)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-495

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored

Route 1

Average Speed (mph)



Class III Routes Monitored

Route 1A

Route 126

Route 85

Route 140

Route 109

Average Speed (mph)

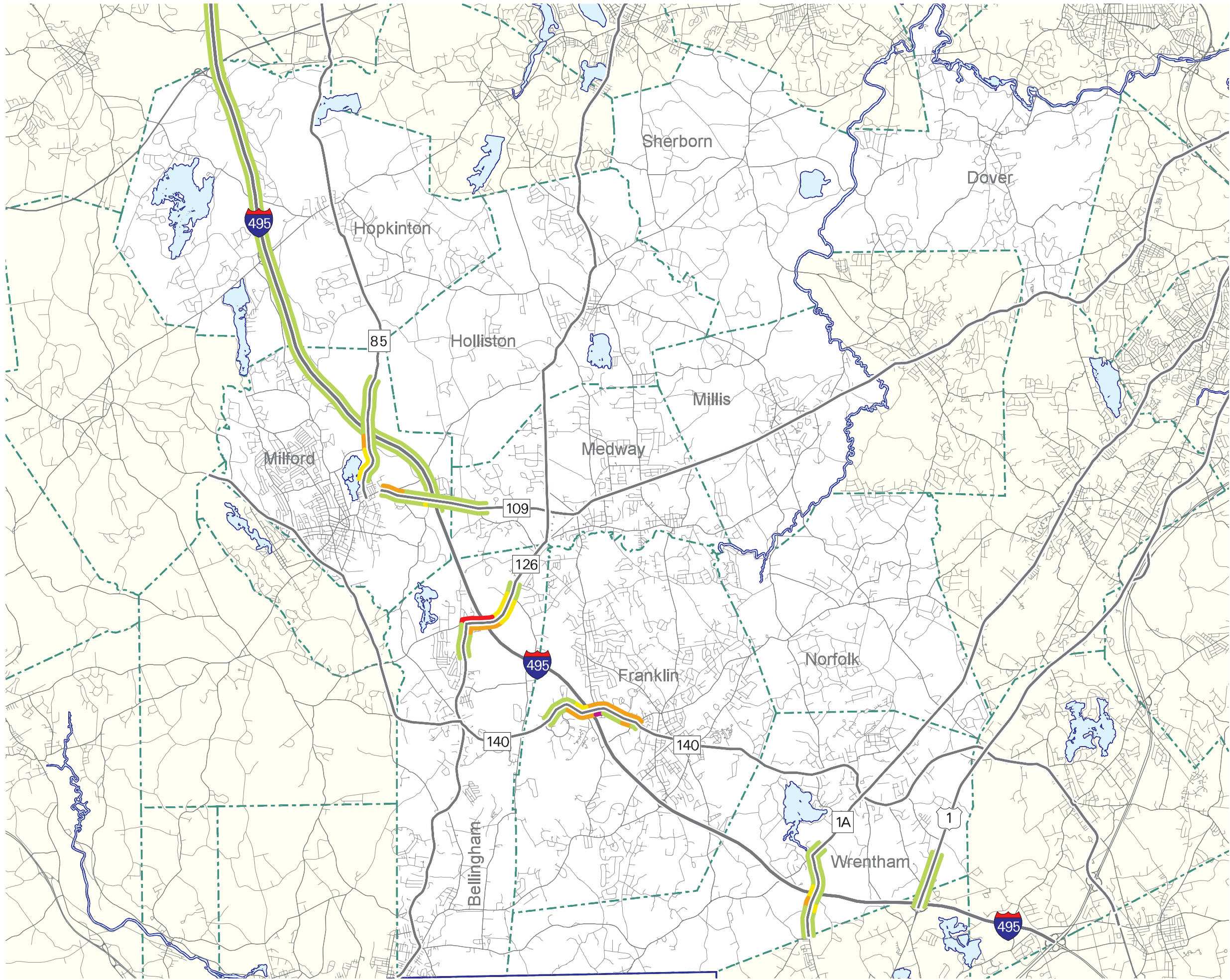


* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO

Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

PM Peak Period
Southwest Advisory Planning
Committee (SWAP)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-495

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored

Route 1

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

Class III Routes Monitored

Route 1A

Route 126

Route 85

Route 140

Route 109

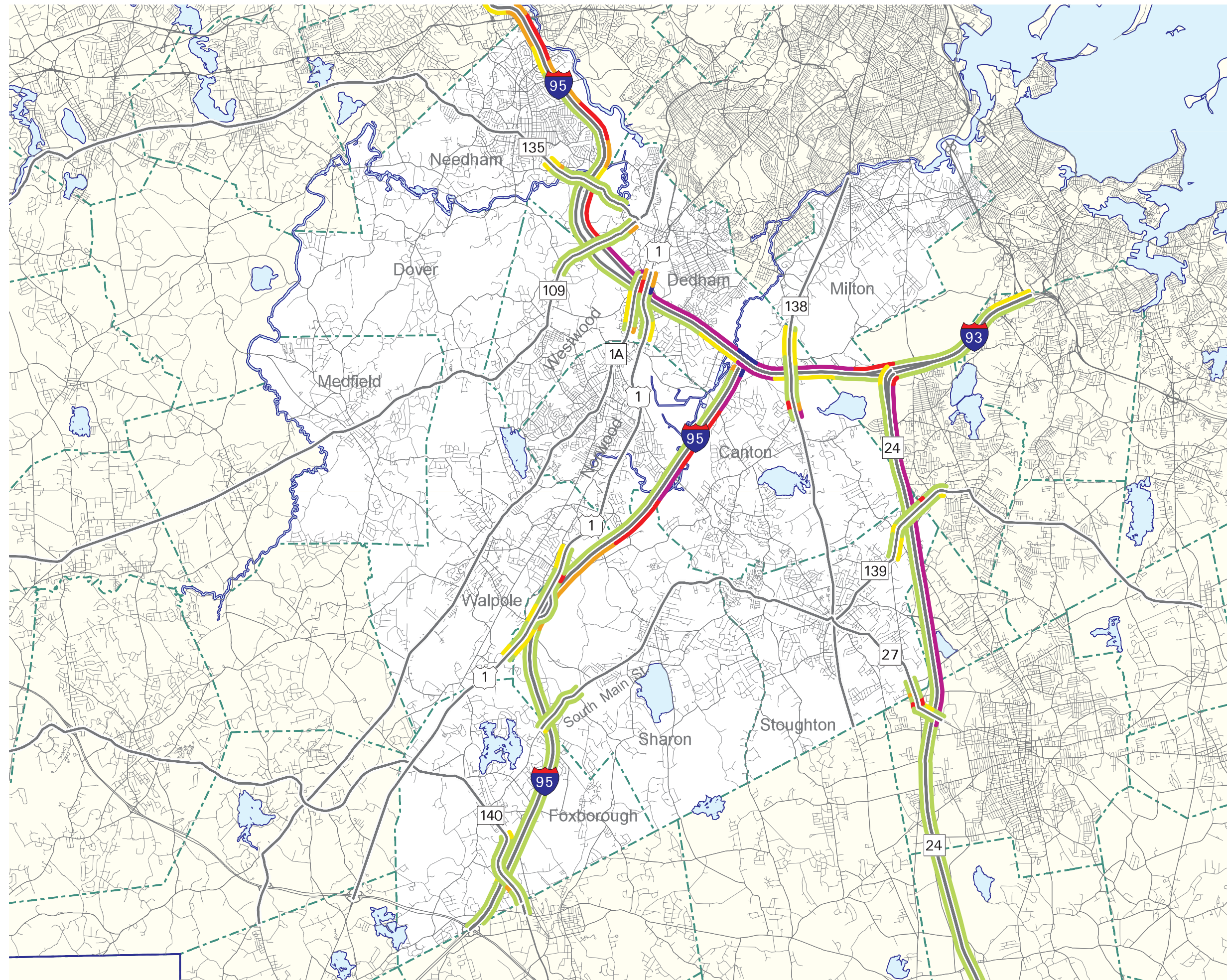
Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.

BOSTON MPO
Congestion
Management
System

CTPS



AVERAGE TRAVEL SPEEDS

AM Peak Period
Three Rivers Interlocal
Council (TRIC)
Expressways and
Crossing Arterial Roadways*

EXPRESSWAYS

Routes Monitored

I-93 Route 24
I-95

Average Speed (mph)



URBAN ARTERIALS

Class I & II Routes Monitored
Route 1

Average Speed (mph)



Class III Routes Monitored

Route 1A	Route 138
Route 27	Route 139
Route 109	Route 140
Route 135	

Average Speed (mph)

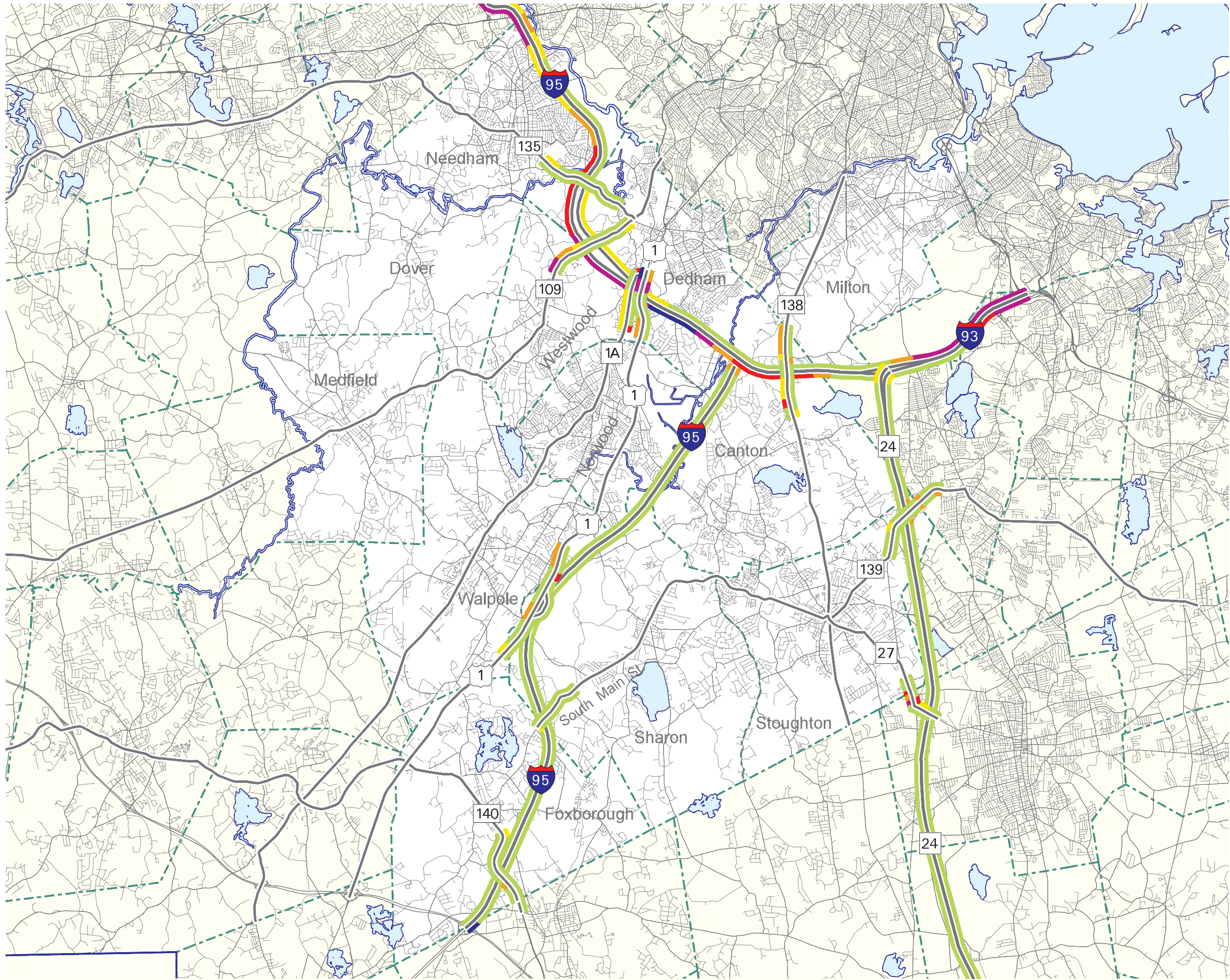


* Travel speed data for crossing arterials
extend out one mile from each side of
expressway.

BOSTON MPO

**Congestion
Management
System**

CTPS



AVERAGE TRAVEL SPEEDS

**PM Peak Period
Three Rivers Interlocal
Council (TRIC)
Expressways and
Crossing Arterial Roadways***

EXPRESSWAYS

Routes Monitored
I-93 Route 24
I-95

Average Speed (mph)

- 1 - 29
- 30 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60+

URBAN ARTERIALS

Class I & II Routes Monitored
Route 1

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

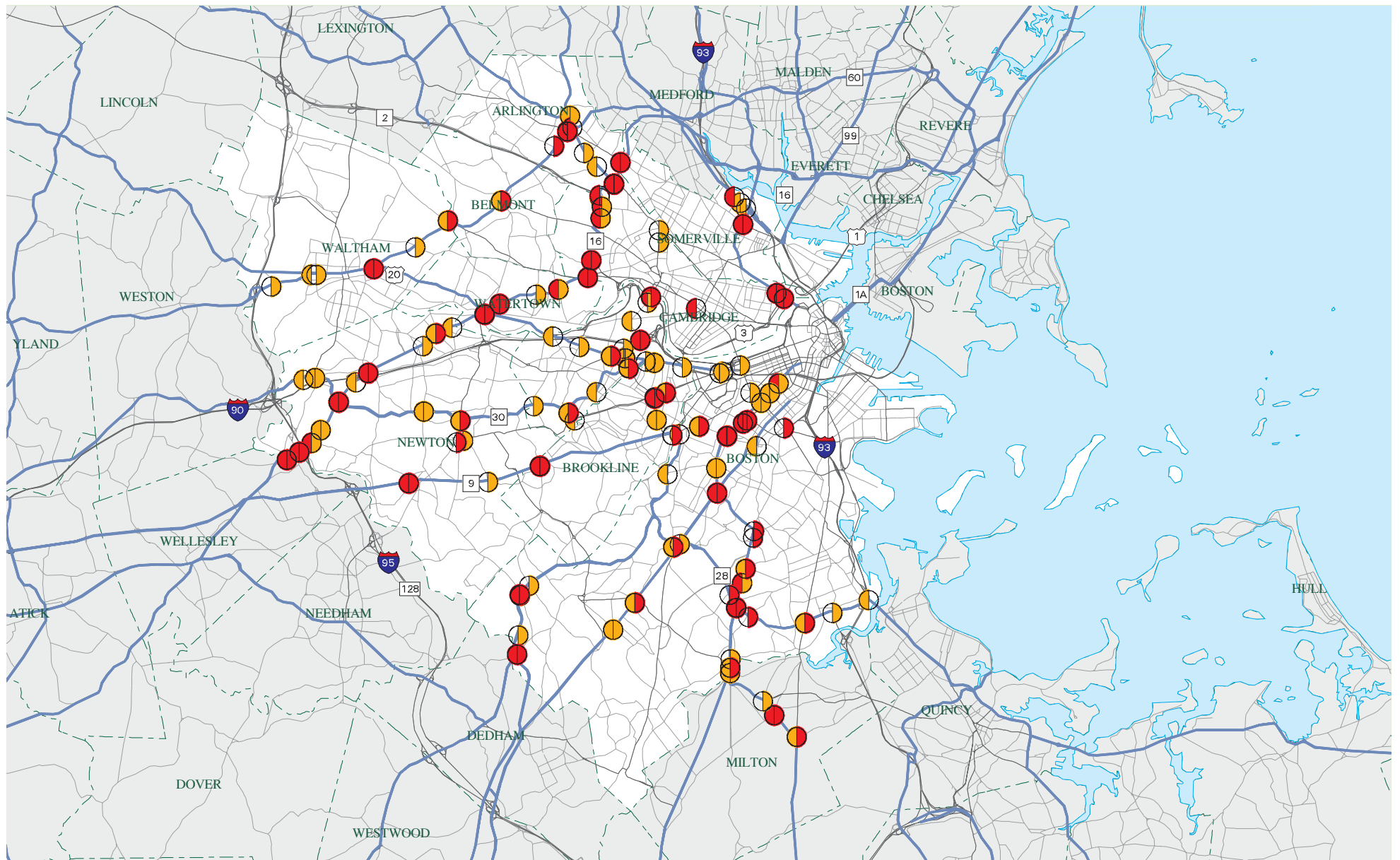
Class III Routes Monitored

Route 1A Route 138
Route 27 Route 139
Route 109 Route 140
Route 135

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

* Travel speed data for crossing arterials extend out one mile from each side of expressway.



BOSTON MPO

Congestion Management System

CTPS

AM Level of Service

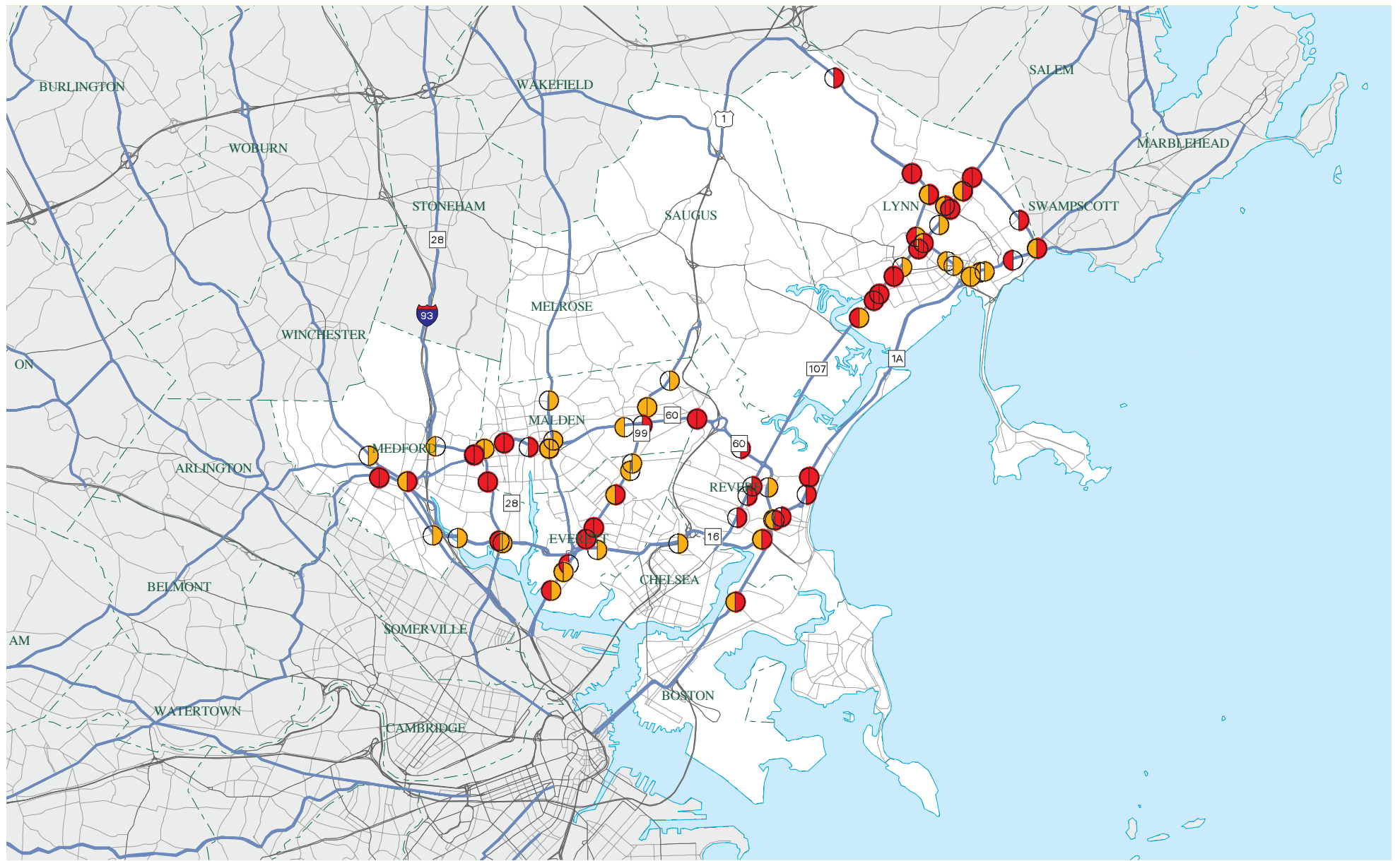
- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay

Inner Core: Middle



BOSTON MPO

Congestion Management System

CTPS

AM Level of Service

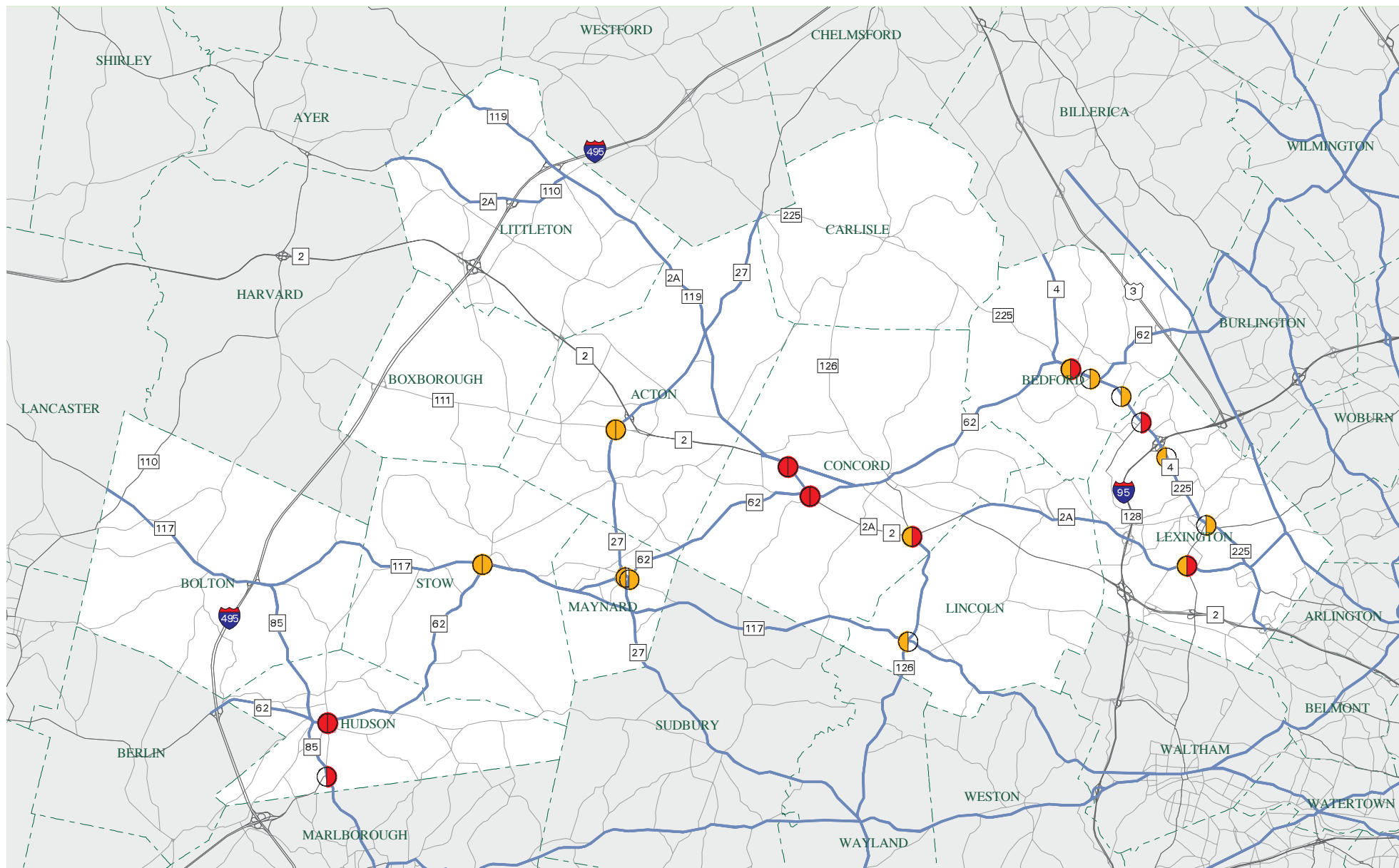
- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay

Inner Core: Upper



BOSTON MPO

Congestion Management System

CTPS

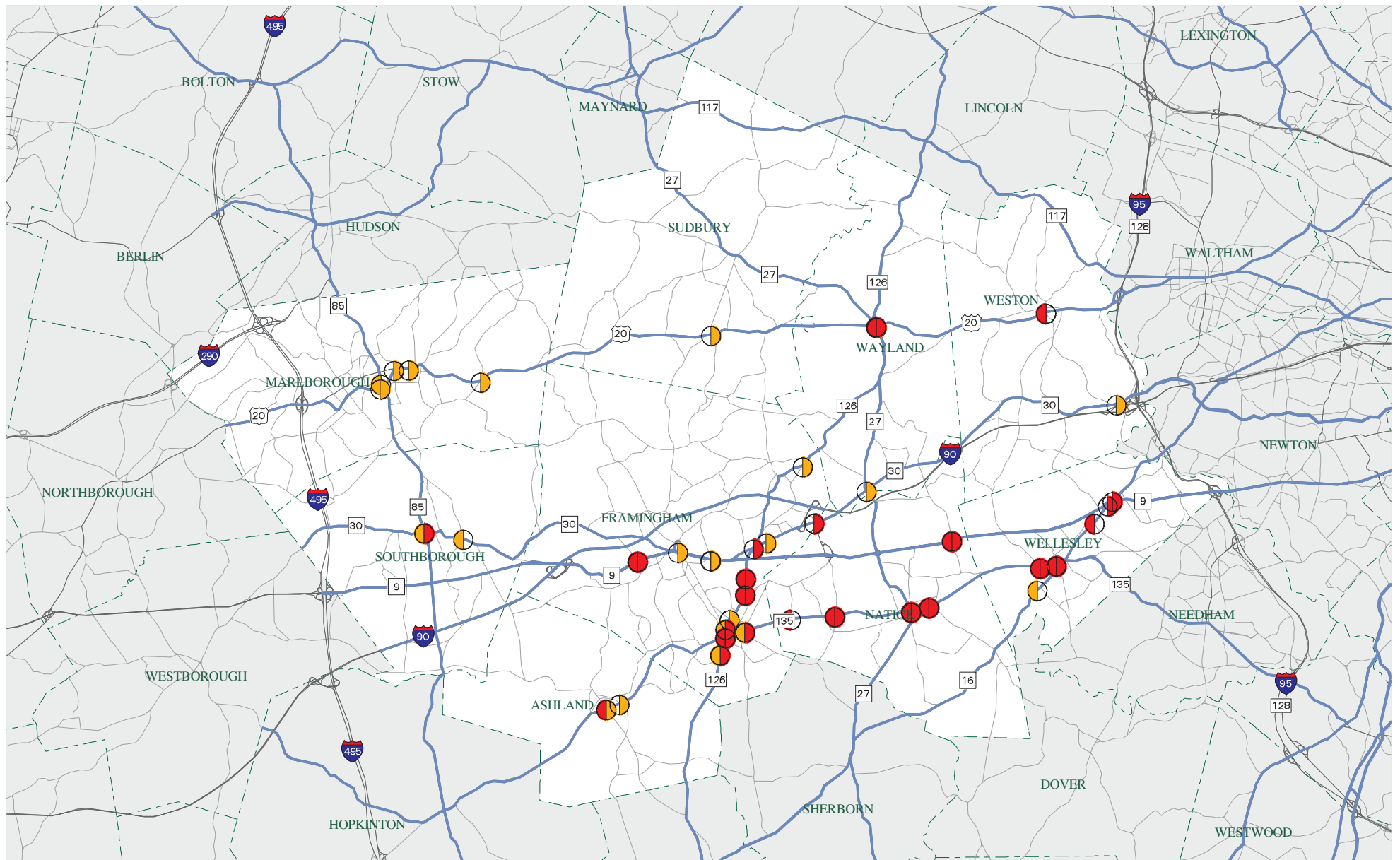
AM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay MAGIC Subregion



BOSTON MPO

Congestion Management System

CTPS

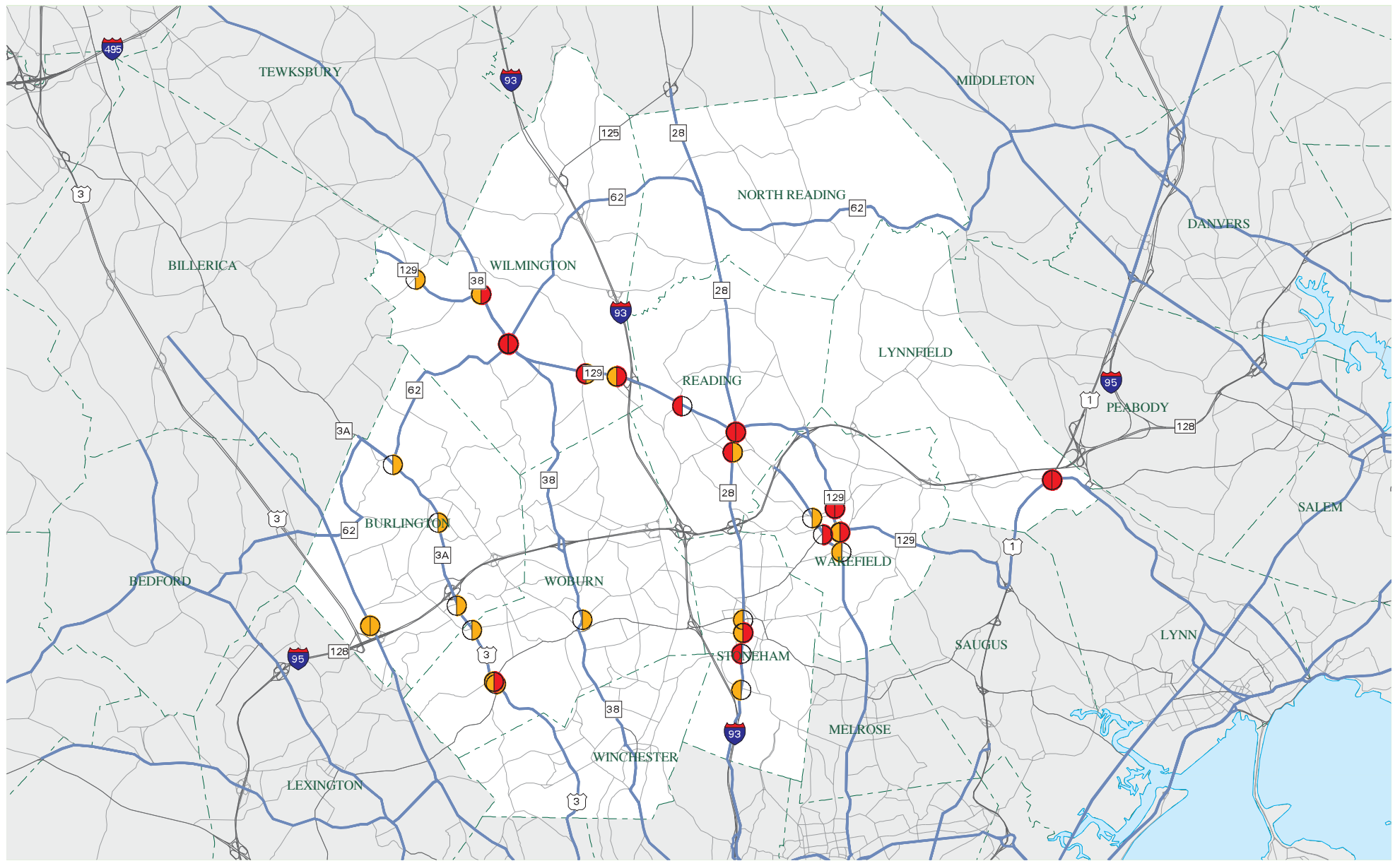
AM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay MetroWest Subregion



BOSTON MPO

Congestion Management System

CTPS

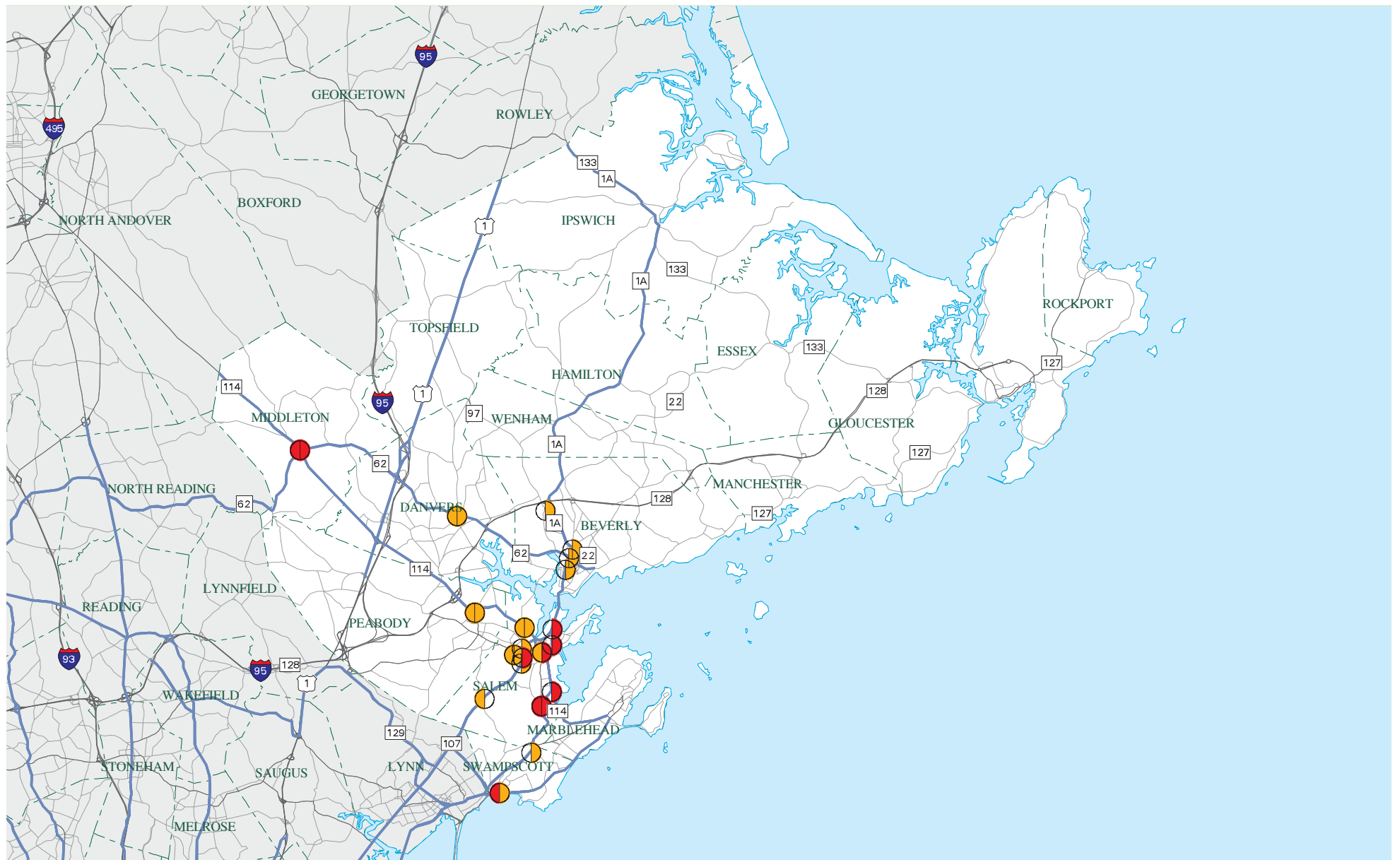
AM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay NSPC Subregion



BOSTON MPO

Congestion Management System

CTPS

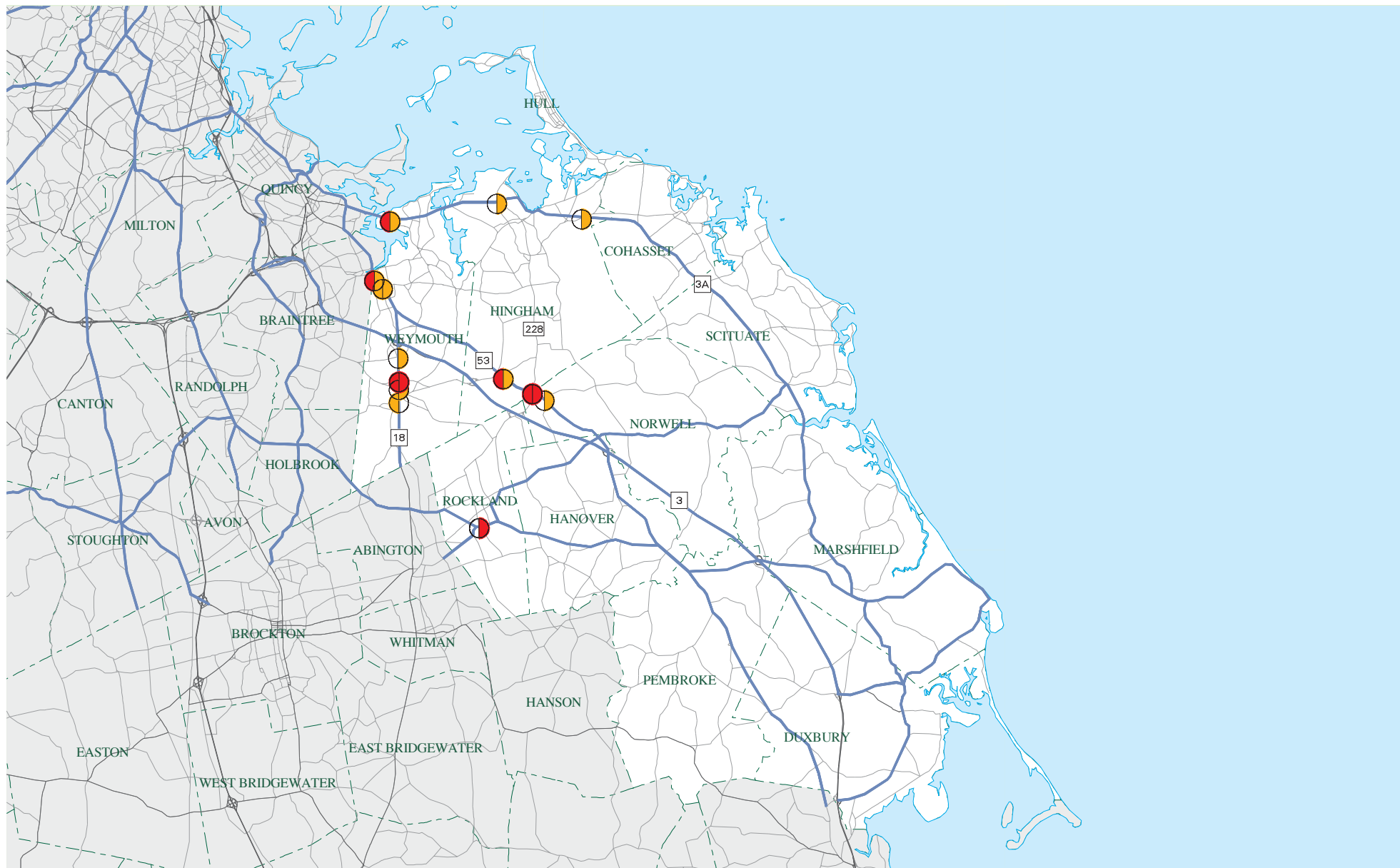
AM Level of Service

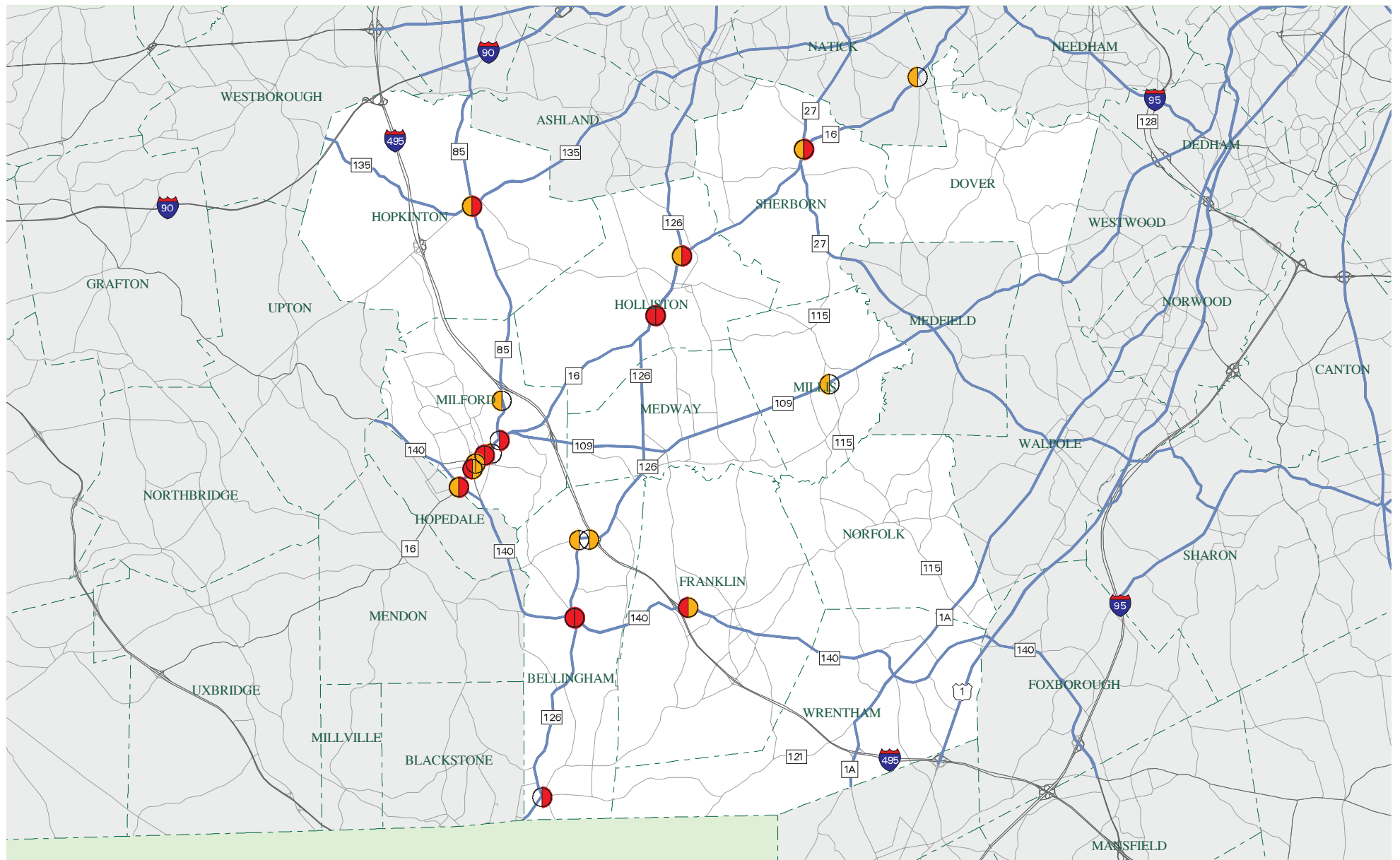
- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay NSTF Subregion





BOSTON MPO

Congestion Management System

CTPS

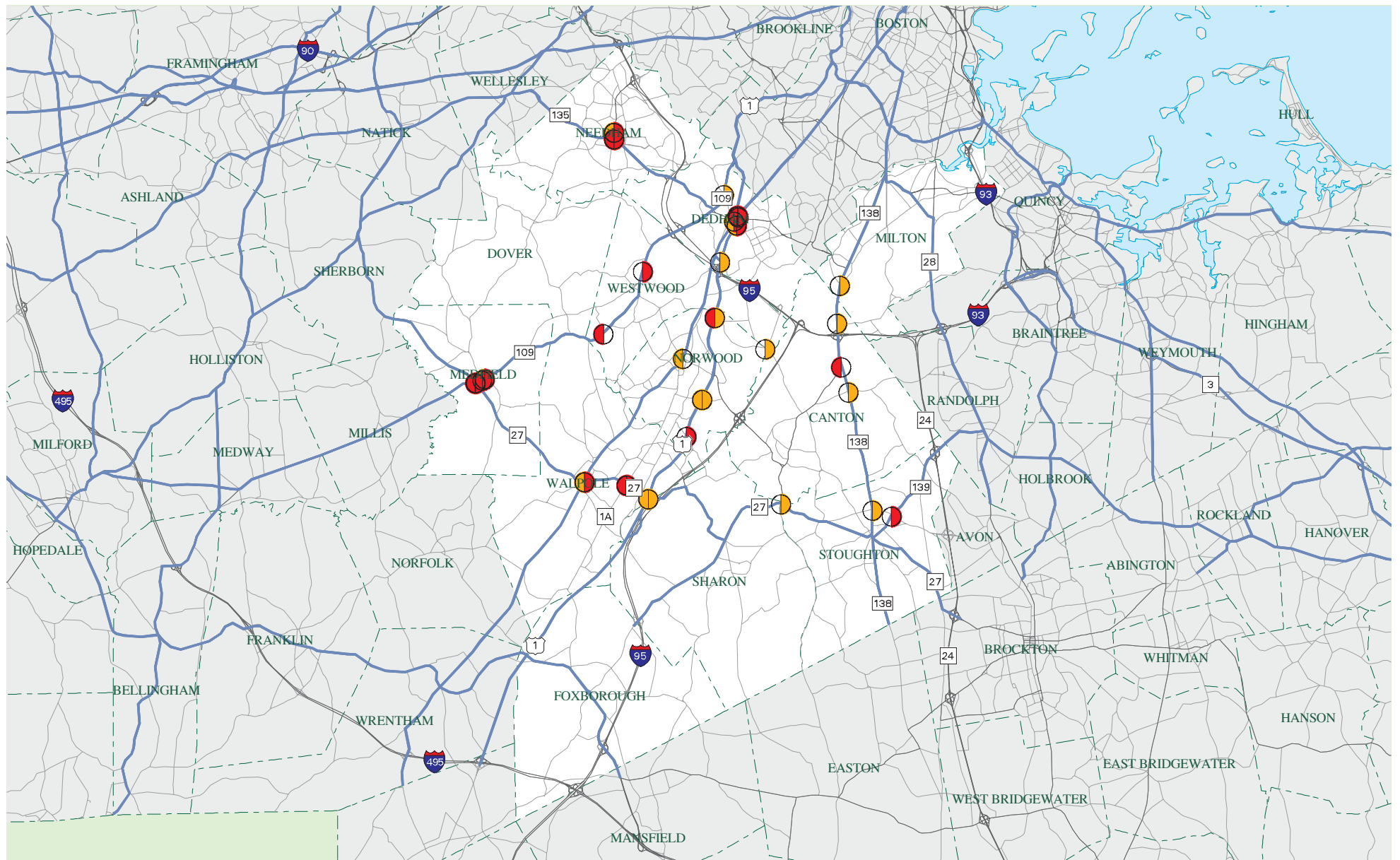
AM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay SWAP Subregion



BOSTON MPO

Congestion Management System

CTPS

AM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

PM Level of Service

- F (80 seconds or more)
- E (55-79 seconds)
- A-D (less than 55 seconds)

CMS Network Signalized Intersections with Worst Average Approach Delay TRIC Subregion

Crash Locations (1997-1999)
Top 25 in the INNERCORE Subregion

			Roadway		Intersecting Street		Crashes	
Rank	MPO Region Rank	City / Town	No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	2	REVERE	1	CUTLER HIGHWAY	60	ROBERT M COPELAND CIRCLE	466	1335
2	3	SOMERVILLE	38	MYSTIC AVENUE	I-93	INTERSTATE 93	415	1152
3	4	BOSTON	I-90	MASSACHUSETTS TURNPIKE	I-93	JOHN F FITZGERALD EXPRESSWAY	461	1029
4	5	SAUGUS	1	BLUE STAR MEMORIAL HIGHWAY	129	WALNUT STREET	350	958
5	6	BOSTON	3	LEVERETT CIRCLE	3	LEVERETT CIRCLE	393	894
6	7	BRAINTREE	37	GRANITE STREET	I-93	INTERSTATE 93	313	845
7	8	MEDFORD	16	MYSTIC VALLEY PARKWAY	28	FELLSWAY	343	815
8	12	WALTHAM	I-95	YANKEE DIVISION HIGHWAY		WINTER STREET	368	768
9	13	MEDFORD	16	CONNECTOR MYSTIC VALLEY PARKWAY	I-93	INTERSTATE 93	295	727
10	14	REVERE	1A	MAHONEY CIRCLE	1A	MAHONEY CIRCLE	243	695
11	17	BOSTON	I-93	GENERAL CASIMIR PULASKI SKYWAY		MASSACHUSETTS AVENUE	263	675
12	18	QUINCY		FURNACE BROOK ROTARY	I-93	INTERSTATE 93	236	668
13	20	BOSTON	1	TEMPORARY RAMP	I-93	INTERSTATE 93	246	618
14	22	BOSTON		CHARLES CIRCLE	28	EMBANKMENT ROAD	279	615
15	23	BOSTON	I-93	DEWEY SQUARE TUNNEL	I-93	JOHN F FITZGERALD EXPRESSWAY	254	610
16	23	SAUGUS		MAIN STREET	1	BLUE STAR MEMORIAL HIGHWAY	206	610
17	25	SAUGUS		ESSEX STREET	1	BLUE STAR MEMORIAL HIGHWAY	205	601
18	27	BOSTON		AIRPORT ROAD		AIRPORT ROAD	286	590
19	28	BOSTON		CHARLESGATE WEST		STORROW DRIVE	244	588
20	29	SOMERVILLE	28	MCGRATH HIGHWAY		WASHINGTON STREET	235	587
21	31	MEDFORD	28	ROOSEVELT CIRCLE	I-93	INTERSTATE 93	225	569
22	31	RANDOLPH	24	AMVETS MEMORIAL HIGHWAY	I-93	INTERSTATE 93	213	569
23	33	BRAINTREE	3	PILGRIMS HIGHWAY		UNION STREET ROTARY	207	555
24	34	BOSTON		COLUMBIA ROAD	I-93	GENERAL CASIMIR PULASKI SKYWAY	221	553
25	35	BRAINTREE	3	PILGRIMS HIGHWAY	I-93	INTERSTATE 93	216	552

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the MAGIC Subregion

Rank	MPO Region Rank	City / Town	Roadway		Intersecting Street		Crashes	
			No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	48	LEXINGTON	4/225	BEDFORD STREET	I-95	YANKEE DIVISION HIGHWAY	190	474
2	61	CONCORD	2/2A	REFORMATORY CIRCLE	2	UNION TURNPIKE	197	385
3	79	LEXINGTON	I-95	YANKEE DIVISION HIGHWAY	2	CONCORD HIGHWAY	149	322
4	82	BEDFORD	3	ROUTE 3	62	BURLINGTON ROAD	113	305
5	109	LEXINGTON	I-95	YANKEE DIVISION HIGHWAY	2A	MARRETT ROAD	99	255
6	125	BOLTON	117	MAIN STREET	I-495	INTERSTATE 495	93	237
7	152	CONCORD	2	CONCORD TURNPIKE	62	MAIN STREET	82	214
8	198	LITTLETON	2	CAPTAIN ISAAC DAVIS HIGHWAY	I-495	INTERSTATE 495	81	186
9	288	ACTON		PIPER ROAD	2	MASSACHUSETTS AVENUE	51	143
10	288	LINCOLN		BEDFORD ROAD	2	CAMBRIDGE TURNPIKE	51	143
11	293	LITTLETON	119	GREAT ROAD	I-495	INTERSTATE 495	62	142
12	321	ACTON	27	MAIN STREET	2	ROUTE 2	55	135
13	327	CONCORD	126	WALDEN STREET	2	CONCORD TURNPIKE	49	133
14	331	LEXINGTON	2A	MAPLE STREET	4	MASSACHUSETTS AVENUE	60	132
15	352	LEXINGTON	2	CONCORD HIGHWAY		WALTHAM STREET	56	128
16	368	LEXINGTON	2A	MARRETT ROAD	4/2A	MASSACHUSETTS AVENUE	48	124
17	372	LEXINGTON		CONCORD AVENUE		SPRING STREET	47	123
18	390	CONCORD	2	CONCORD TURNPIKE		SUDBURY ROAD	48	120
19	401	ACTON	111	MASSACHUSETTS AVENUE	27	MAIN STREET	55	119
20	445	LEXINGTON	4/225	BEDFORD STREET		HARTWELL AVENUE	48	108
21	492	ACTON	2A	GREAT ROAD	27	MAIN STREET	61	101
22	544	LITTLETON	2A	GREAT ROAD	110	KING STREET	48	96
23	630	LEXINGTON		HARTWELL AVENUE		MAGUIRE ROAD	26	86
24	655	LINCOLN		LINCOLN ROAD	117	SOUTH GREAT ROAD	32	84
25	669	LEXINGTON	4/225	BEDFORD STREET		ELDRED STREET	35	83

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the MetroWest Subregion

			Roadway		Intersecting Street		Crashes	
Rank	MPO Region Rank	City / Town	No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	15	WESTON	I-90	MASSACHUSETTS TURNPIKE	I-95	YANKEE DIVISION HIGHWAY	378	686
2	26	NATICK	27	NORTH MAIN STREET	9	WORCESTER STREET	285	593
3	30	NATICK	9	WORCESTER STREET		SPEEN STREET	278	574
4	37	WELLESLEY	I-95	YANKEE DIVISION HIGHWAY	9	WORCESTER STREET	241	541
5	41	WELLESLEY	16	WASHINGTON STREET	9	WORCESTER STREET	246	527
6	51	MARLBOROUGH	I-290	INTERSTATE 290	I-495	INTERSTATE 495	166	450
7	56	FRAMINGHAM	30	MAIN STREET	9	WORCESTER ROAD	179	411
8	58	WESTON	I-95	YANKEE DIVISION HIGHWAY	30	SOUTH AVENUE	175	407
9	75	FRAMINGHAM	30	COCHITUATE ROAD	9	WORCESTER ROAD	143	331
10	77	NATICK		OAK STREET	9	WORCESTER STREET	146	330
11	97	FRAMINGHAM	126	CONCORD STREET	135	WAVERLEY STREET	134	266
12	100	MARLBOROUGH	20	LAKESIDE AVENUE	I-495	INTERSTATE 495	109	265
13	103	FRAMINGHAM	30	CONCORD STREET	9	WORCESTER ROAD	111	263
14	138	FRAMINGHAM	9	WORCESTER ROAD		TEMPLE STREET	87	223
15	151	FRAMINGHAM	30	COCHITUATE ROAD		SPEEN STREET	103	215
16	169	FRAMINGHAM	126	CONCORD STREET	30	COCHITUATE ROAD	85	201
17	194	FRAMINGHAM		BEAVER STREET	135	WAVERLEY STREET	75	187
18	225	FRAMINGHAM	I-90	MASSACHUSETTS TURNPIKE	9	WORCESTER ROAD	80	168
19	238	WELLESLEY		CEDAR STREET	9	WORCESTER STREET	71	163
20	238	WELLESLEY	9	WORCESTER STREET		WESTON ROAD	87	163
21	252	NATICK		SPEEN STREET	135	WEST CENTRAL STREET	70	158
22	261	FRAMINGHAM		FRANKLIN STREET		MAIN STREET	59	155
23	265	WAYLAND	27	MAIN STREET	30	COMMONWEALTH ROAD	68	153
24	269	MARLBOROUGH		CURTIS AVENUE	20	EAST MAIN STREET	63	151
25	274	NATICK		MILL STREET	135	WEST CENTRAL STREET	61	149

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the NSTF Subregion

Rank	MPO Region Rank	City / Town	Roadway		Intersecting Street		Crashes	
			No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	9	DANVERS	1	NEWBURY STREET	114	ANDOVER STREET	316	792
2	37	PEABODY		LOWELL STREET	128	YANKEE DIVISION HIGHWAY	213	541
3	44	PEABODY	114	ANDOVER STREET	128	YANKEE DIVISION HIGHWAY	191	507
4	50	DANVERS		ENDICOTT STREET	128	YANKEE DIVISION HIGHWAY	176	452
5	69	PEABODY		LOWELL STREET	1	NEWBURYPORT TURNPIKE	148	368
6	74	DANVERS	35	HIGH STREET	128	YANKEE DIVISION HIGHWAY	127	332
7	75	PEABODY	1	ROUTE 1 CONNECTOR	I-95	YANKEE DIVISION HIGHWAY	123	331
8	86	DANVERS	128	YANKEE DIVISION HIGHWAY	62	ELLIOTT STREET	125	297
9	117	PEABODY		ANDOVER STREET		PROSPECT STREET	123	247
10	125	DANVERS		GARDEN STREET	114	ANDOVER STREET	85	237
11	132	PEABODY	I-95	YANKEE DIVISION HIGHWAY	I-95	INTERSTATE 95	86	231
12	134	SALEM		CANAL STREET	114	WASHINGTON STREET	114	230
13	143	DANVERS	1	NEWBURY STREET	62	MAPLE STREET	80	220
14	149	SALEM	107	BRIDGE STREET	114	NORTH STREET	79	216
15	158	BEVERLY	1A	DODGE STREET	128	YANKEE DIVISION HIGHWAY	81	209
16	159	BEVERLY		BRIMBAL AVENUE	128	YANKEE DIVISION HIGHWAY	76	208
17	162	SALEM	107	HIGHLAND AVENUE		MARLBOROUGH ROAD	89	205
18	178	GLOUCESTER	128	BLACKBURN CIRCLE	128	BLACKBURN CIRCLE	79	195
19	233	SALEM		HARBOR STREET	1A	LAFAYETTE STREET	53	165
20	243	PEABODY	1	NEWBURYPORT TURNPIKE	I-95	INTERSTATE 95	61	162
21	274	BEVERLY	1A	DODGE STREET	97	CABOT STREET	57	149
22	282	GLOUCESTER	128	GRANT CIRCLE	128	YANKEE DIVISION HIGHWAY	69	145
23	288	PEABODY		CENTRAL STREET		LOWELL STREET	59	143
24	299	SALEM	114	LAFAYETTE STREET	1A	LORING AVENUE	61	141
25	311	PEABODY		CENTENNIAL DRIVE	128	YANKEE DIVISION HIGHWAY	54	138

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the NSPC Subregion

			Roadway		Intersecting Street		Crashes	
Rank	MPO Region Rank	City / Town	No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	1	READING	I-95	YANKEE DIVISION HIGHWAY	I-93	INTERSTATE 93	678	1618
2	11	WOBURN	I-95	YANKEE DIVISION HIGHWAY		WASHINGTON STREET	301	769
3	16	BURLINGTON		MIDDLESEX TURNPIKE	I-95	YANKEE DIVISION HIGHWAY	280	685
4	19	WOBURN		MONTVALE AVENUE	I-93	INTERSTATE 93	261	657
5	37	BURLINGTON	3	CAMBRIDGE STREET	I-95	YANKEE DIVISION HIGHWAY	221	541
6	47	WOBURN	I- 95	YANKEE DIVISION HIGHWAY	38	MAIN STREET CIRCLE	204	481
7	80	WILMINGTON	62	ROUTE 62	I-93	INTERSTATE 93	120	312
8	92	WILMINGTON	129	LOWELL STREET	I-93	INTERSTATE 93	115	275
9	97	WAKEFIELD	129	READING-WAKEFIELD ROTARY	I-95	YANKEE DIVISION HIGHWAY	105	266
10	103	LYNNFIELD	1	NEWBURYPORT TURNPIKE	129	SALEM STREET	111	263
11	122	BURLINGTON	I-95	YANKEE DIVISION HIGHWAY		WINN STREET	102	242
12	130	READING	28	MAIN STREET		SOUTH STREET	104	232
13	153	WILMINGTON	125	BALLARDVALE STREET	I-93	INTERSTATE 93	92	213
14	186	WILMINGTON		CONCORD STREET	I-93	INTERSTATE 93	69	193
15	186	WOBURN		MONTVALE AVENUE		WASHINGTON STREET	77	193
16	194	STONEHAM	28	MAIN STREET	28	FELLSWAY	87	187
17	219	BURLINGTON		BURLINGTON MALL ROAD		MIDDLESEX TURNPIKE	79	171
18	219	LYNNFIELD		GOODWIN CIRCLE		SALEM STREET	63	171
19	219	WAKEFIELD		NORTH AVENUE	I-95	YANKEE DIVISION HIGHWAY	63	171
20	231	WOBURN		PLEASANT STREET		WINN STREET	74	166
21	248	WOBURN		ELM STREET	38	MAIN STREET	53	161
22	301	WOBURN	3	CAMBRIDGE STREET		RUSSELL STREET	48	140
23	314	WOBURN		MISHAWUM ROAD		WASHINGTON STREET	57	137
24	331	WOBURN		BEDFORD ROAD	3	CAMBRIDGE STREET	44	132
25	338	BURLINGTON	62	BEDFORD STREET		MIDDLESEX TURNPIKE	67	131

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the SSC Subregion

			Roadway		Intersecting Street		Crashes	
Rank	MPO Region Rank	City / Town	No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	21	WEYMOUTH	18	MAIN STREET	3	PILGRIM HIGHWAY	232	616
2	100	WEYMOUTH	18	MAIN STREET		POND STREET	93	265
3	112	HINGHAM		DERBY STREET	3	PILGRIMS HIGHWAY	83	251
4	128	ROCKLAND	228	HINGHAM STREET	3	PILGRIMS HIGHWAY	90	234
5	129	WEYMOUTH	18	MAIN STREET		MIDDLE STREET	101	233
6	137	WEYMOUTH	18	MAIN STREET		WINTER STREET	85	225
7	141	WEYMOUTH	18	MAIN STREET		PARK AVENUE	97	221
8	186	WEYMOUTH		PLEASANT STREET	53	WASHINGTON STREET	69	193
9	186	WEYMOUTH		MIDDLE STREET	53	WASHINGTON STREET	93	193
10	192	PEMBROKE	139	CHURCH STREET	3	ROUTE 3	68	188
11	204	HANOVER	53	COLUMBIA ROAD		WASHINGTON STREET	74	182
12	216	PEMBROKE	139	SCHOOSETT STREET	53	COLUMBIA ROAD	66	174
13	216	WEYMOUTH	18	MAIN STREET	53	WASHINGTON STREET	66	174
14	243	WEYMOUTH		COLUMBIAN STREET	18	MAIN STREET	70	162
15	258	WEYMOUTH	3A	BRIDGE STREET		NECK STREET	68	156
16	362	HINGHAM		GARDNER STREET	53	WHITING STREET	49	125
17	381	HINGHAM	228	MAIN STREET	53	WHITING STREET	46	122
18	402	MARSHFIELD	3A	MAIN STREET	139	OCEAN STREET	46	118
19	414	HINGHAM	3A	LINCOLN STREET	3A	BROAD COVE ROAD	42	114
20	419	WEYMOUTH		COMMERCIAL STREET	53	WASHINGTON STREET	49	113
21	522	WEYMOUTH		COLUMBIAN STREET		PLEASANT STREET	54	98
22	544	PEMBROKE		OAK STREET	139	CHURCH STREET	40	96
23	544	WEYMOUTH		BROAD STREET	53	WASHINGTON STREET	44	96
24	596	HANOVER	53	WASHINGTON STREET	3	PILGRIMS HIGHWAY	33	89
25	606	DUXBURY	3	PILGRIM HIGHWAY	3A	TREMONT STREET	40	88

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the SWAP Subregion

			Roadway		Intersecting Street		Crashes	
Rank	MPO Region Rank	City / Town	No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	46	BELLINGHAM	126	HARTFORD AVENUE	I-495	INTERSTATE 495	247	483
2	53	HOPKINTON	I-90	MASSACHUSETTS TURNPIKE	I-495	INTERSTATE 495	213	442
3	169	HOPKINTON	I-495	INTERSTATE 495		WEST MAIN STREET	81	201
4	199	FRANKLIN	140	WEST CENTRAL STREET	I-495	INTERSTATE 495	84	184
5	208	WRENTHAM	1A	SOUTH STREET	I-495	INTERSTATE 495	63	179
6	269	MILFORD	I-495	INTERSTATE 495	85	CEDAR STREET	58	151
7	293	BELLINGHAM	126	HARTFORD AVENUE	126	NORTH MAIN STREET	78	142
8	321	MILFORD	109	MEDWAY ROAD	I-495	INTERSTATE 495	63	135
9	372	MEDWAY		HOLLISTON STREET	109	MAIN STREET	51	123
10	390	BELLINGHAM	140	MECHANIC STREET	126	SOUTH MAIN STREET	48	120
11	402	MILFORD		BEAVER STREET	109	MEDWAY ROAD	50	118
12	419	BELLINGHAM		BLACKSTONE STREET	126	SOUTH MAIN STREET	45	113
13	445	BELLINGHAM		MAPLE STREET	140	MECHANIC STREET	36	108
14	464	FRANKLIN		KING STREET	I-495	INTERSTATE 495	41	105
15	570	BELLINGHAM		PICKERING AVENUE	126	SOUTH MAIN STREET	37	93
16	575	HOLLISTON		HOLLIS STREET	16	WASHINGTON STREET	28	92
17	588	WRENTHAM	1	WASHINGTON STREET		THURSTON STREET	27	91
18	679	MILFORD	109	MEDWAY ROAD	16	EAST MAIN STREET	37	82
19	679	FRANKLIN		KING STREET	140	EAST CENTRAL STREET	34	82
20	701	MILFORD	140	PROSPECT STREET		WATER STREET	36	80
21	751	HOPKINTON	135	MAIN STREET	85	CEDAR STREET	32	76
22	751	HOPKINTON		SOUTH STREET		WEST MAIN STREET	28	76
23	778	HOLLISTON		WOODLAND STREET	16	WASHINGTON STREET	23	75
24	791	FRANKLIN		KING STREET		UNION STREET	26	74
25	854	SHERBORN	16	ELIOT STREET	27	NORTH MAIN STREET	22	70

Locations are ranked by the Weighted Score

Crash Locations (1997-1999)
Top 25 in the TRIC Subregion

Rank	MPO Region Rank	City / Town	Roadway		Intersecting Street		Crashes	
			No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	10	CANTON	I-93	YANKEE DIVISION HIGHWAY	I-95	INTERSTATE 95	295	779
2	43	NEEDHAM		HIGHLAND AVENUE	I-95	YANKEE DIVISION HIGHWAY	197	509
3	56	WESTWOOD		EAST STREET ROTARY	I-95	YANKEE DIVISION HIGHWAY	187	411
4	63	MILTON		GRANITE AVENUE	I-93	SERGEANT WILLIAM G WALSH EXPRESS\	138	378
5	64	CANTON	I-93	YANKEE DIVISION HIGHWAY	138	WASHINGTON STREET	134	374
6	71	STOUGHTON	139	LINDELOF AVENUE	24	AMVETS MEMORIAL HIGHWAY	121	353
7	91	DEDHAM		BOSTON-PROVIDENCE TURNPIKE	I-95	YANKEE DIVISION HIGHWAY	117	281
8	102	STOUGHTON		CENTRAL STREET	138	WASHINGTON STREET	116	264
9	110	NORWOOD		EVERETT STREET	1	BLUE STAR MEMORIAL HIGHWAY	101	253
10	112	DEDHAM	109	HIGH STREET	I-95	YANKEE DIVISION HIGHWAY	95	251
11	163	MILTON		BRUSH HILL ROAD	138	BLUE HILL AVENUE	75	204
12	169	NORWOOD		PENDERGAST CIRCLE	1	BLUE STAR MEMORIAL HIGHWAY	69	201
13	178	NEEDHAM		GREAT PLAIN AVENUE	I-95	YANKEE DIVISION HIGHWAY	59	195
14	194	DEDHAM		BOSTON-PROVIDENCE TURNPIKE		WASHINGTON STREET	79	187
15	199	SHARON	1	GENERAL EDWARDS HIGHWAY	I-95	INTERSTATE 95	76	184
16	199	DEDHAM	I-95	YANKEE DIVISION HIGHWAY		UNIVERSITY AVENUE	64	184
17	214	NORWOOD		DEAN STREET	1	BLUE STAR MEMORIAL HIGHWAY	89	177
18	215	WALPOLE	1	PROVIDENCE TURNPIKE	27	HIGH PLAIN STREET	68	176
19	218	NORWOOD		NEPONSET STREET	I-95	INTERSTATE 95	76	172
20	231	MILTON		SQUANTUM STREET	I-93	SERGEANT WILLIAM G WALSH EXPRESS\	58	166
21	233	CANTON		ROYALL STREET	138	WASHINGTON STREET	57	165
22	265	STOUGHTON		CENTRAL STREET	139	PLEASANT STREET	49	153
23	279	DEDHAM	I-95	YANKEE DIVISION HIGHWAY	135	WEST STREET	66	146
24	320	WALPOLE		CONEY STREET	1	PROVIDENCE TURNPIKE	56	136
25	331	MILTON		PONKAPOAG TRAIL	I-93	YANKEE DIVISION HIGHWAY	52	132

Locations are ranked by the Weighted Score

Table 12

**Crash Locations (1997-1999)
Top 50 in the MAPC Region**

Rank	City / Town	MAPC Subregion	Roadway		Intersecting Street		Crashes	
			No.	Street Name	No.	Street Name	Total No.	Wted. Score
1	READING	NSPC	I-95	YANKEE DIVISION HIGHWAY	I-93	INTERSTATE 93	678	1618
2	REVERE	INNERCORE	1	CUTLER HIGHWAY	60	ROBERT M COPELAND CIRCLE	466	1335
3	SOMERVILLE	INNERCORE	38	MYSTIC AVENUE	I-93	INTERSTATE 93	415	1152
4	BOSTON	INNERCORE	I-90	MASSACHUSETTS TURNPIKE	I-93	JOHN F FITZGERALD EXPRESSW/	461	1029
5	SAUGUS	INNERCORE	1	BLUE STAR MEMORIAL HIGHWAY	129	WALNUT STREET	350	958
6	BOSTON	INNERCORE	3	LEVERETT CIRCLE	3	LEVERETT CIRCLE	393	894
7	BRAINTREE	INNERCORE	37	GRANITE STREET	I-93	INTERSTATE 93	313	845
8	MEDFORD	INNERCORE	16	MYSTIC VALLEY PARKWAY	28	FELLSWAY	343	815
9	DANVERS	NSTF	1	NEWBURY STREET	114	ANDOVER STREET	316	792
10	CANTON	TRIC	I-95	YANKEE DIVISION HIGHWAY	I-95	INTERSTATE 95	295	779
11	WOBURN	NSPC	I-95	YANKEE DIVISION HIGHWAY		WASHINGTON STREET	301	769
12	WALTHAM	INNERCORE	I-95	YANKEE DIVISION HIGHWAY		WINTER STREET	368	768
13	MEDFORD	INNERCORE	16	CONNECTOR MYSTIC VALLEY PAI	I-93	INTERSTATE 93	295	727
14	REVERE	INNERCORE	1A	BELL CIRCLE	1A	BELL CIRCLE	243	695
15	WESTON	METROWEST	I-90	MASSACHUSETTS TURNPIKE	I-95	YANKEE DIVISION HIGHWAY	378	686
16	BURLINGTON	NSPC		MIDDLESEX TURNPIKE	I-95	YANKEE DIVISION HIGHWAY	280	685
17	BOSTON	INNERCORE	I-93	GENERAL CASIMIR PULASKI SKYV		MASSACHUSETTS AVENUE	263	675
18	QUINCY	INNERCORE		FURNACE BROOK ROTARY	I-93	INTERSTATE 93	236	668
19	WOBURN	NSPC		MONTVALE AVENUE	I-93	INTERSTATE 93	261	657
20	BOSTON	INNERCORE	1	TEMPORARY RAMP	I-93	INTERSTATE 93	246	618
21	WEYMOUTH	SSC	18	MAIN STREET	3	PILGRIM HIGHWAY	232	616
22	BOSTON	INNERCORE		CHARLES CIRCLE	28	EMBANKMENT ROAD	279	615
23	BOSTON	INNERCORE	I-93	DEWEY SQUARE TUNNEL	I-93	JOHN F FITZGERALD EXPRESSW/	254	610
24	SAUGUS	INNERCORE		MAIN STREET	1	BLUE STAR MEMORIAL HIGHWAY	206	610
25	SAUGUS	INNERCORE		ESSEX STREET	1	BLUE STAR MEMORIAL HIGHWAY	205	601
26	NATICK	METROWEST	27	NORTH MAIN STREET	9	WORCESTER STREET	285	593
27	BOSTON	INNERCORE		AIRPORT ROAD		AIRPORT ROAD	286	590
28	BOSTON	INNERCORE		CHARLES GATE WEST		STORROW DRIVE	244	588
29	SOMERVILLE	INNERCORE	28	MCGRATH HIGHWAY		WASHINGTON STREET	235	587
30	NATICK	METROWEST	9	WORCESTER STREET		SPEEN STREET	278	574

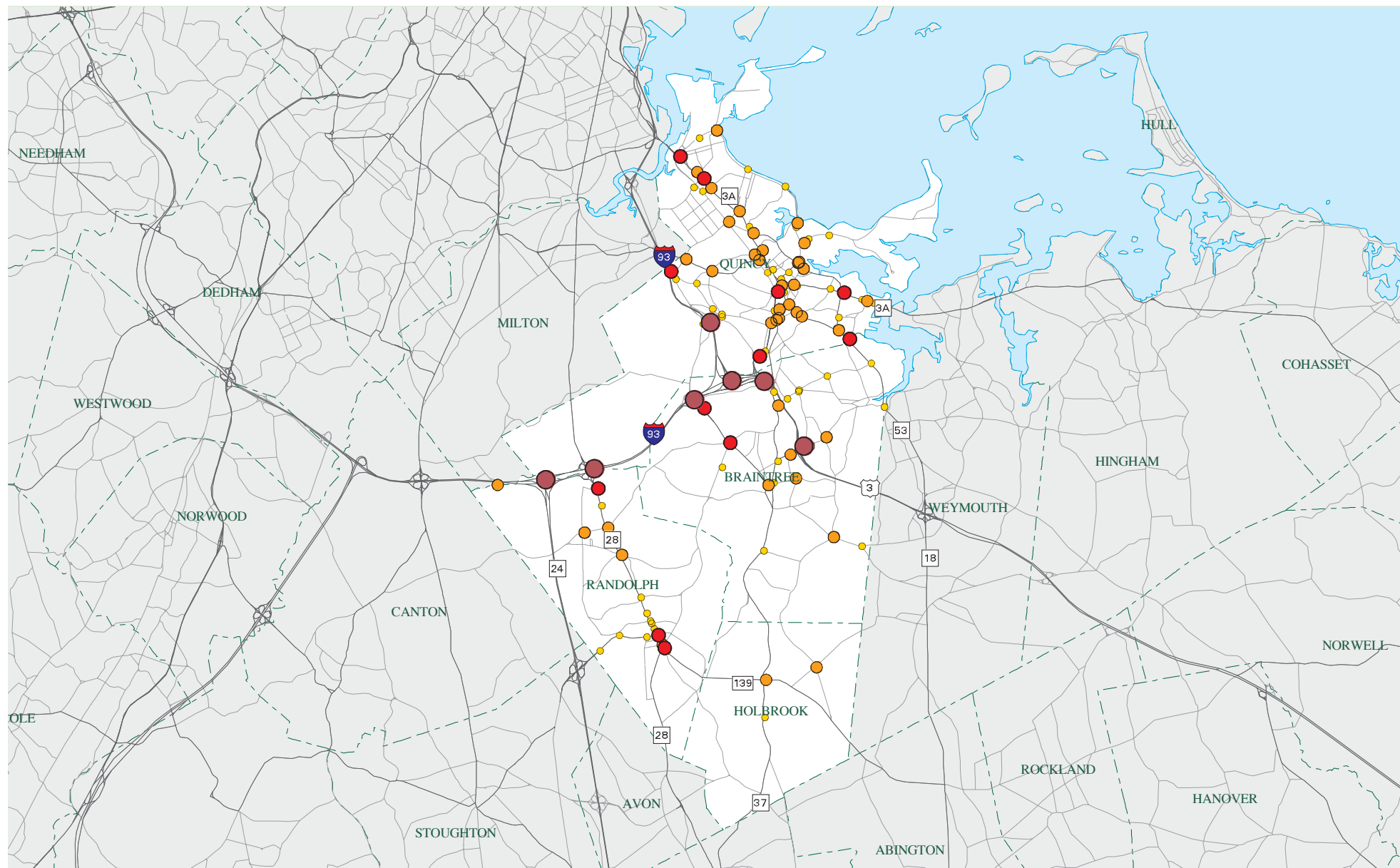
Table 12

**Crash Locations (1997-1999)
Top 50 in the MAPC Region**

Rank	City / Town	MAPC Subregion	Roadway		Intersecting Street		Crashes	
			No.	Street Name	No.	Street Name	Total No.	Wted. Score
31	MEDFORD	INNERCORE	28	ROOSEVELT CIRCLE	I-93	INTERSTATE 93	225	569
32	RANDOLPH	INNERCORE	24	AMVETS MEMORIAL HIGHWAY	I-93	INTERSTATE 93	213	569
33	BRAINTREE	INNERCORE	3	PILGRIMS HIGHWAY		UNION STREET ROTARY	207	555
34	BOSTON	INNERCORE		COLUMBIA ROAD	I-93	GENERAL CASIMIR PULASKI SKYV	221	553
35	BRAINTREE	INNERCORE	3	PILGRIMS HIGHWAY	I-93	INTERSTATE 93	216	552
36	BOSTON	INNERCORE	1A	CALLAHAN TUNNEL	I-93	JOHN F FITZGERALD EXPRESSW/	216	544
37	WELLESLEY	METROWEST	I- 95	YANKEE DIVISION HIGHWAY	9	WORCESTER STREET	241	541
38	BURLINGTON	NSPC	3	CAMBRIDGE STREET	I-95	YANKEE DIVISION HIGHWAY	221	541
39	PEABODY	NSTF		LOWELL STREET	128	YANKEE DIVISION HIGHWAY	213	541
40	NEWTON	INNERCORE		CENTRE STREET		WASHINGTON STREET	252	536
41	WELLESLEY	METROWEST	16	WASHINGTON STREET	9	WORCESTER STREET	246	527
42	EVERETT	INNERCORE	16	REVERE BEACH PARKWAY	99	SWEETSER CIRCLE	186	510
43	NEEDHAM	TRIC		HIGHLAND AVENUE	I-95	YANKEE DIVISION HIGHWAY	197	509
44	PEABODY	NSTF	114	ANDOVER STREET	128	YANKEE DIVISION HIGHWAY	191	507
45	BOSTON	INNERCORE	203	GALLIVAN BOULEVARD	3A	NEPONSET AVENUE	204	504
46	BELLINGHAM	SWAP	126	HARTFORD AVENUE	I-495	INTERSTATE 495	247	483
47	WOBURN	NSPC	I- 95	YANKEE DIVISION HIGHWAY	38	MAIN STREET CIRCLE	204	481
48	LEXINGTON	MAGIC	4	BEDFORD STREET	I-95	YANKEE DIVISION HIGHWAY	190	474
49	WALTHAM	INNERCORE	I- 95	YANKEE DIVISION HIGHWAY	20	WESTON STREET	219	463
50	DANVERS	NSTF		ENDICOTT STREET	128	YANKEE DIVISION HIGHWAY	176	452

Locations are ranked by the Weighted Score

source: Massachusetts Highway Department--
Traffic Operations and Safety Unit,
Top 1000 High Crash Locations Report (1997-1999) ,
August 2002.



BOSTON MPO

**Congestion
Management
System**

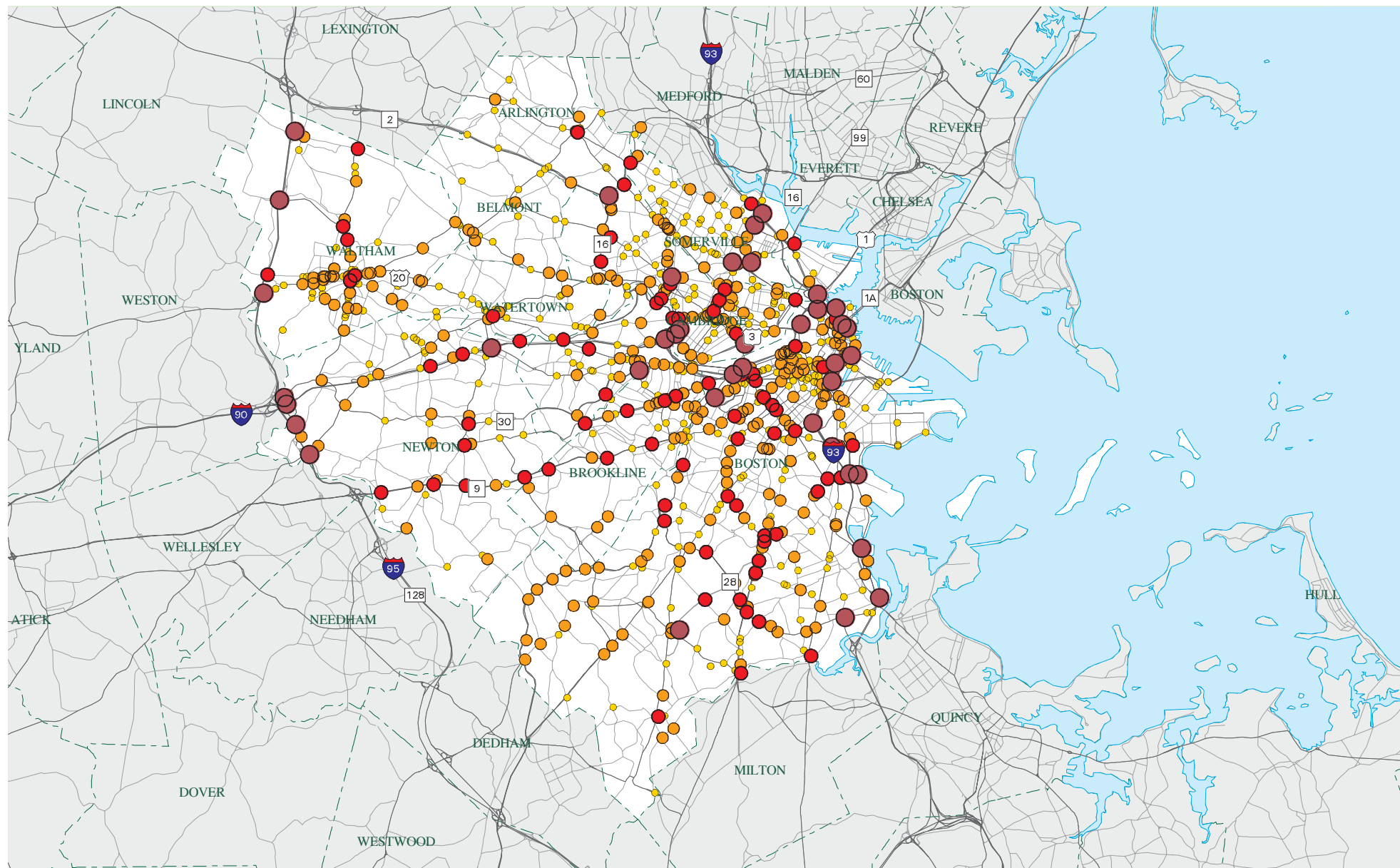
CTPS

Number of crashes

- 15-24
- 25-54
- 55-105
- 106-678

Locations with 15 or More Crashes,
1997-99

Inner Core: Lower



BOSTON MPO

**Congestion
Management
System**

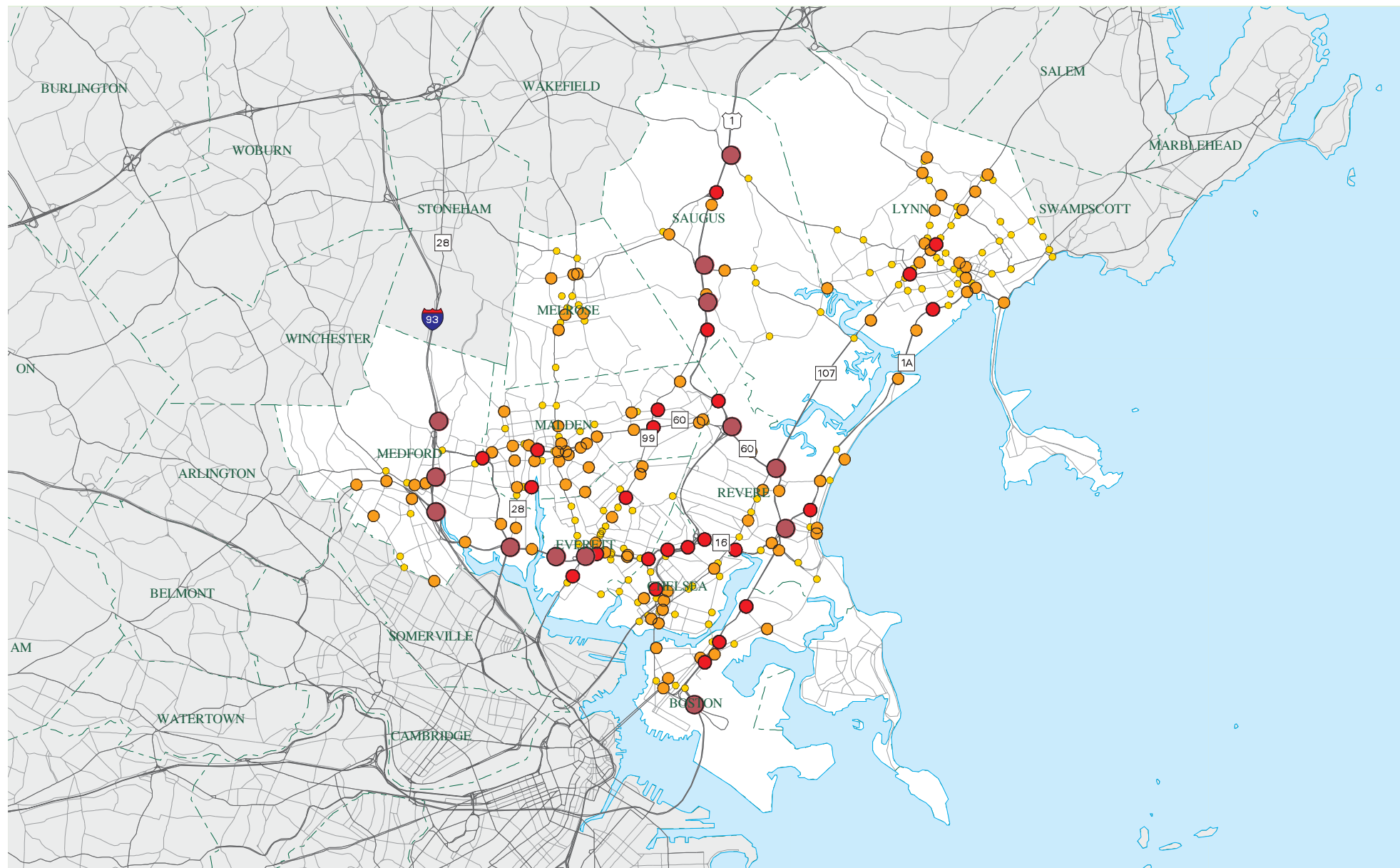
CTPS

Number of crashes

- 15-24
- 25-54
- 55-105
- 106-678

Locations with 15 or More Crashes,
1997-99

Inner Core: Middle



BOSTON MPO

**Congestion
Management
System**

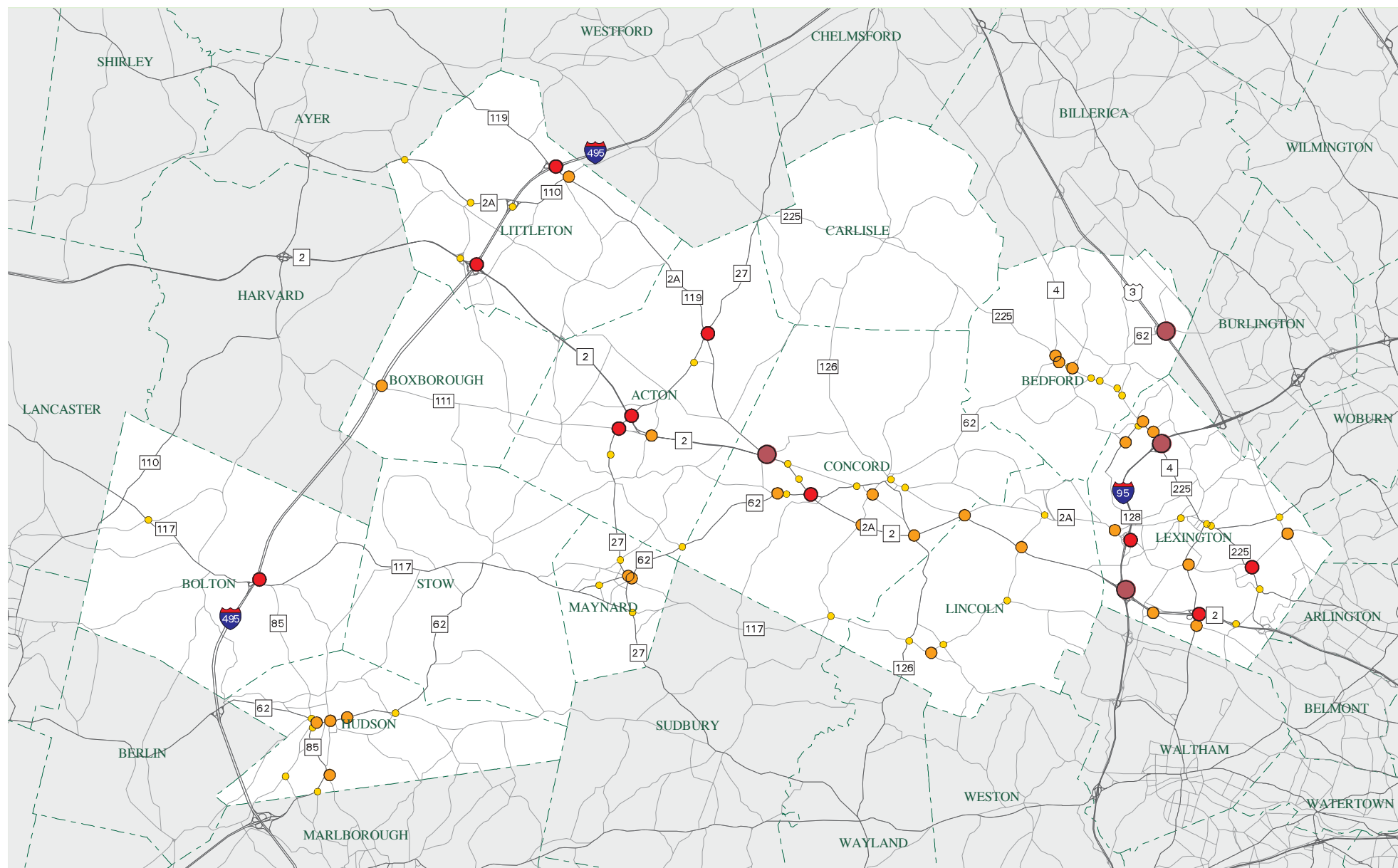
CTPS

Number of crashes

- 15–24
- 25–54
- 55–105
- 106–678

Locations with 15 or More Crashes,
1997–99

Inner Core: Upper



BOSTON MPO

**Congestion
Management
System**

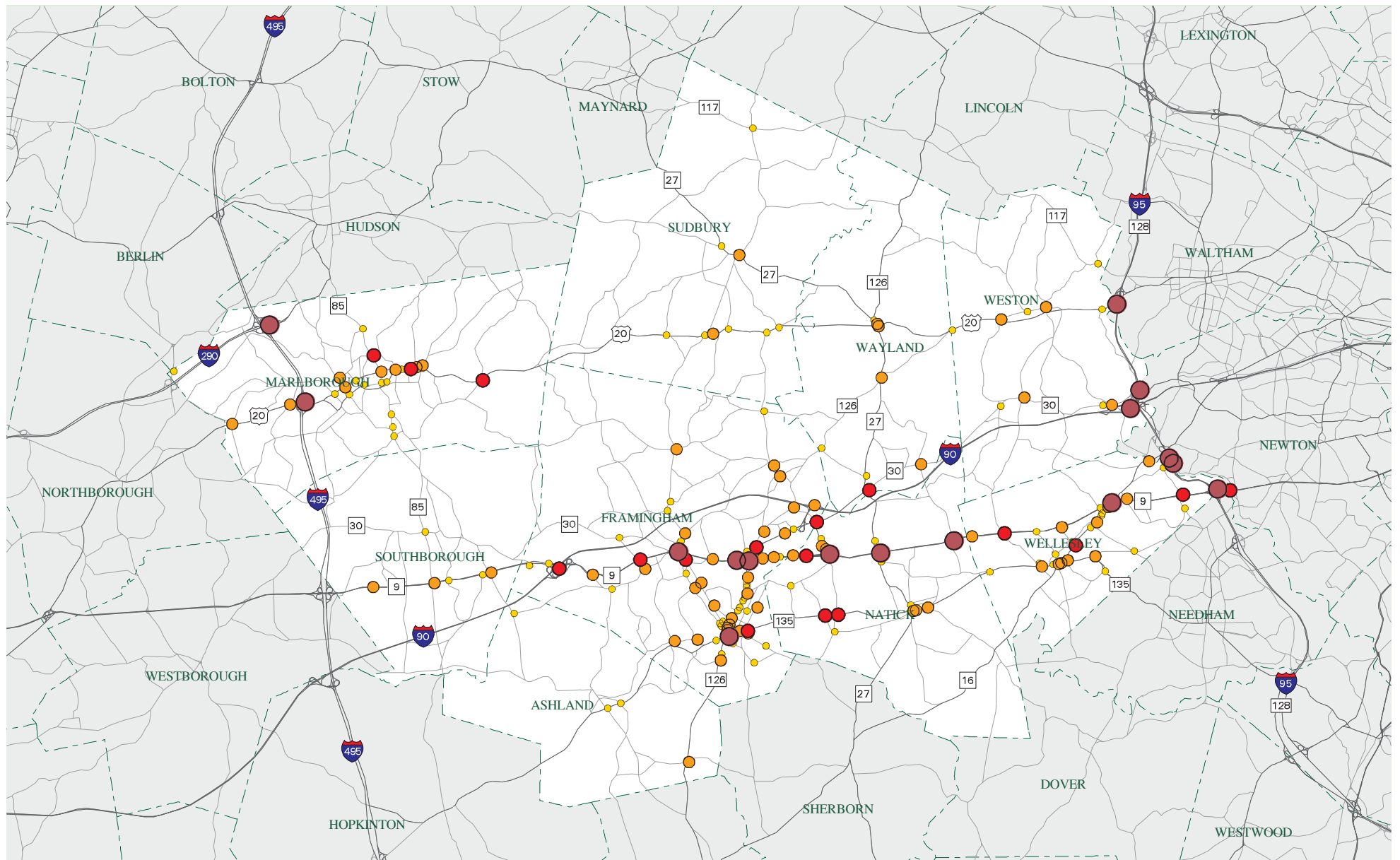
CTPS

Number of crashes

- 15–24
- 25–54
- 55–105
- 106–678

Locations with 15 or More Crashes,
1997–99

MAGIC Subregion



BOSTON MPO

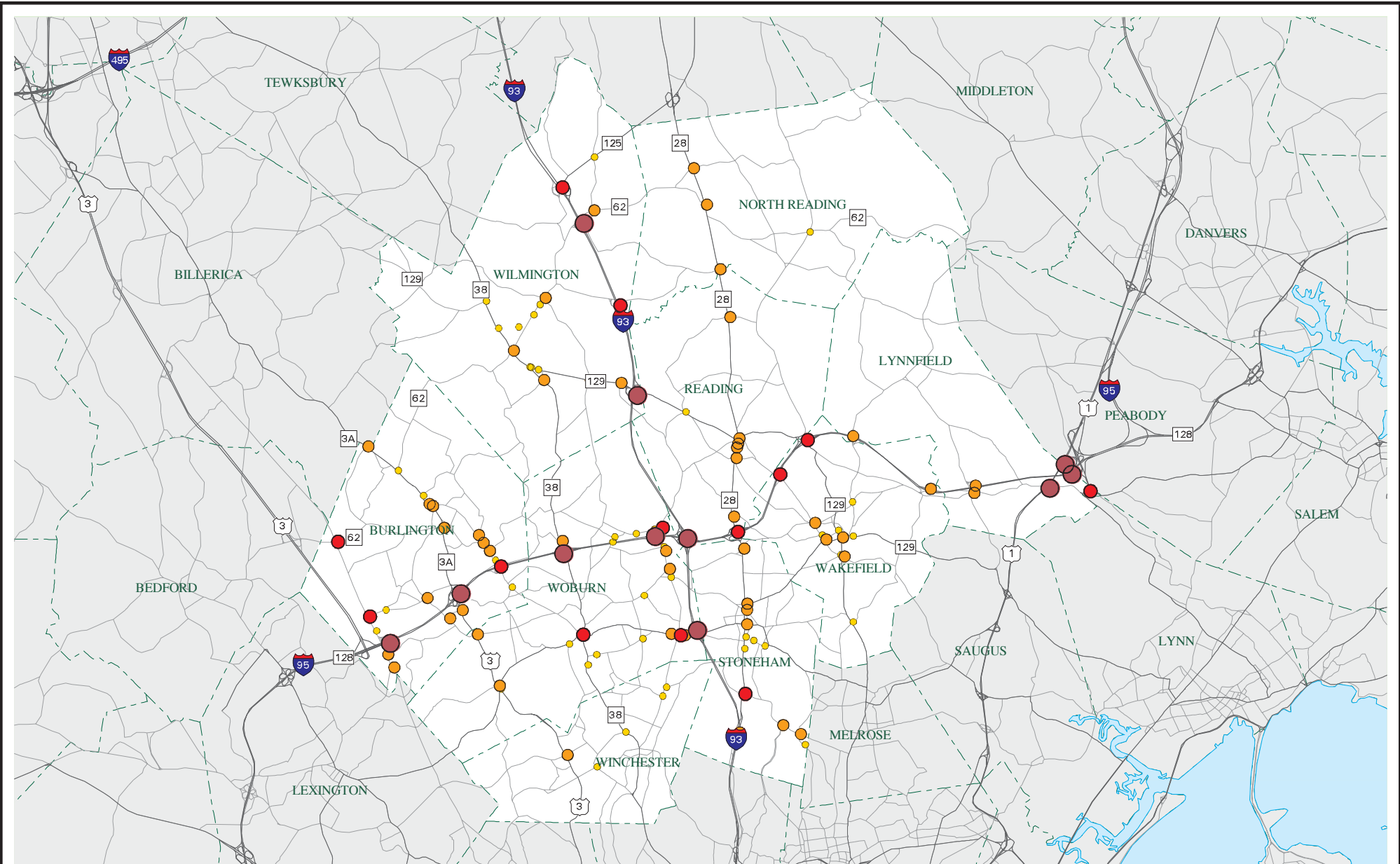
**Congestion
Management
System**

CTPS

Number of crashes

- 15-24
- 25-54
- 55-105
- 106-678

Locations with 15 or More Crashes,
1997-99
MetroWest Subregion



BOSTON MPO

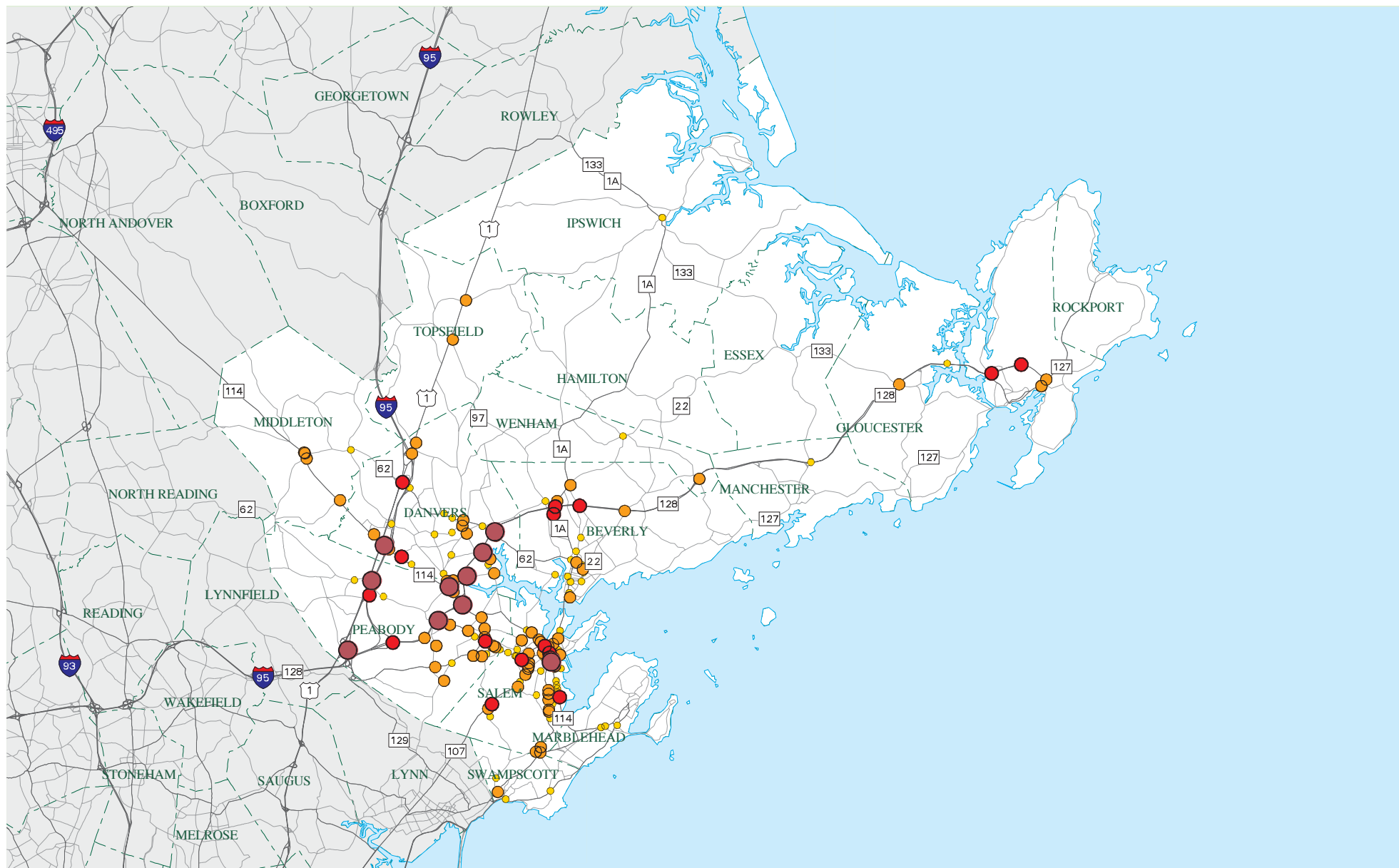
Congestion Management System

CTPS

Number of crashes

-  15–24
-  25–54
-  55–105
-  106–678

Locations with 15 or More Crashes, 1997–99 NSPC Subregion



BOSTON MPO

**Congestion
Management
System**

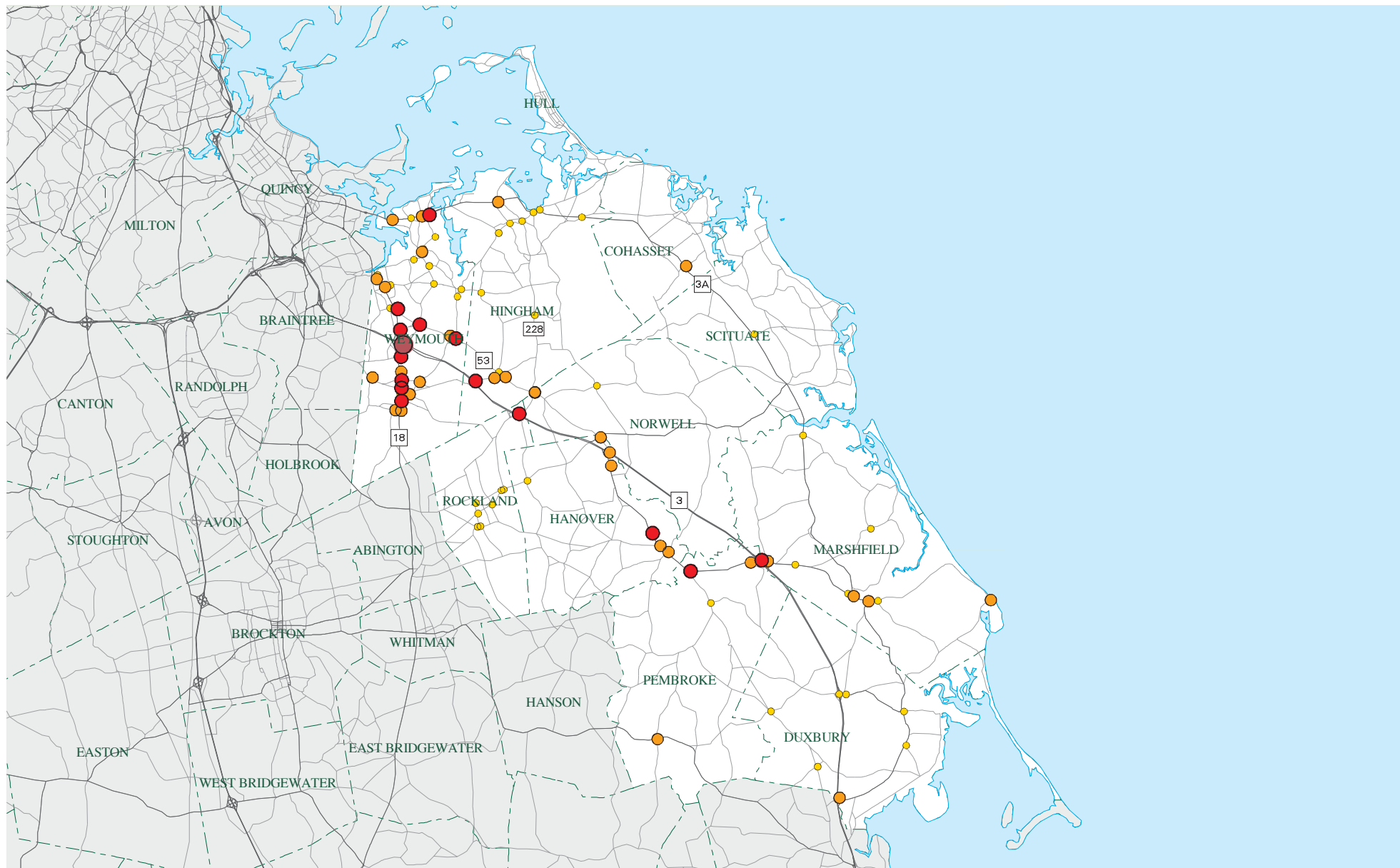
CTPS

Number of crashes

- 15–24
- 25–54
- 55–105
- 106–678

Locations with 15 or More Crashes,
1997–99

NSTF Subregion



BOSTON MPO

**Congestion
Management
System**

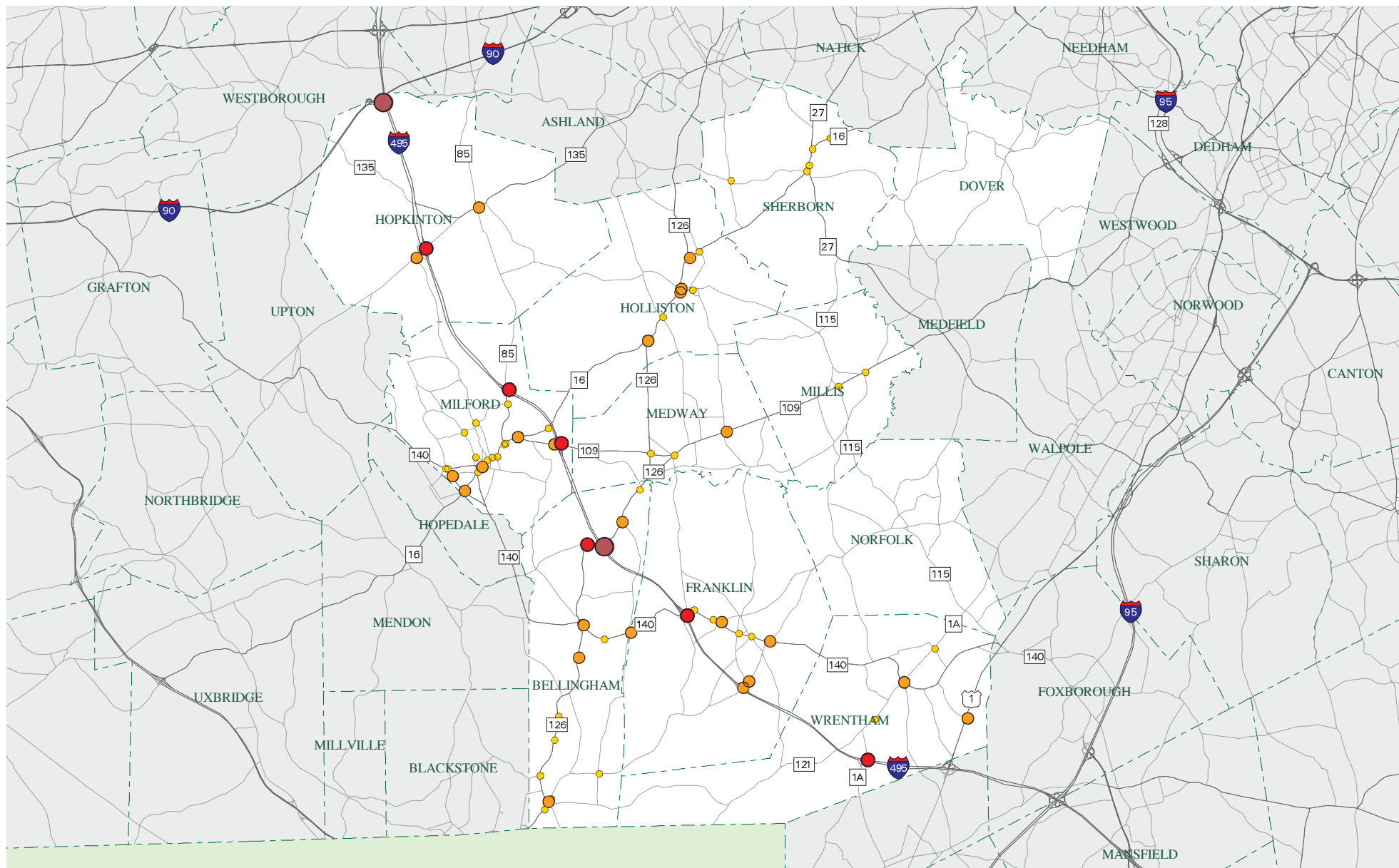
CTPS

Number of crashes

- 15–24
- 25–54
- 55–105
- 106–678

Locations with 15 or More Crashes,
1997–99

SSC Subregion



BOSTON MPO

**Congestion
Management
System**

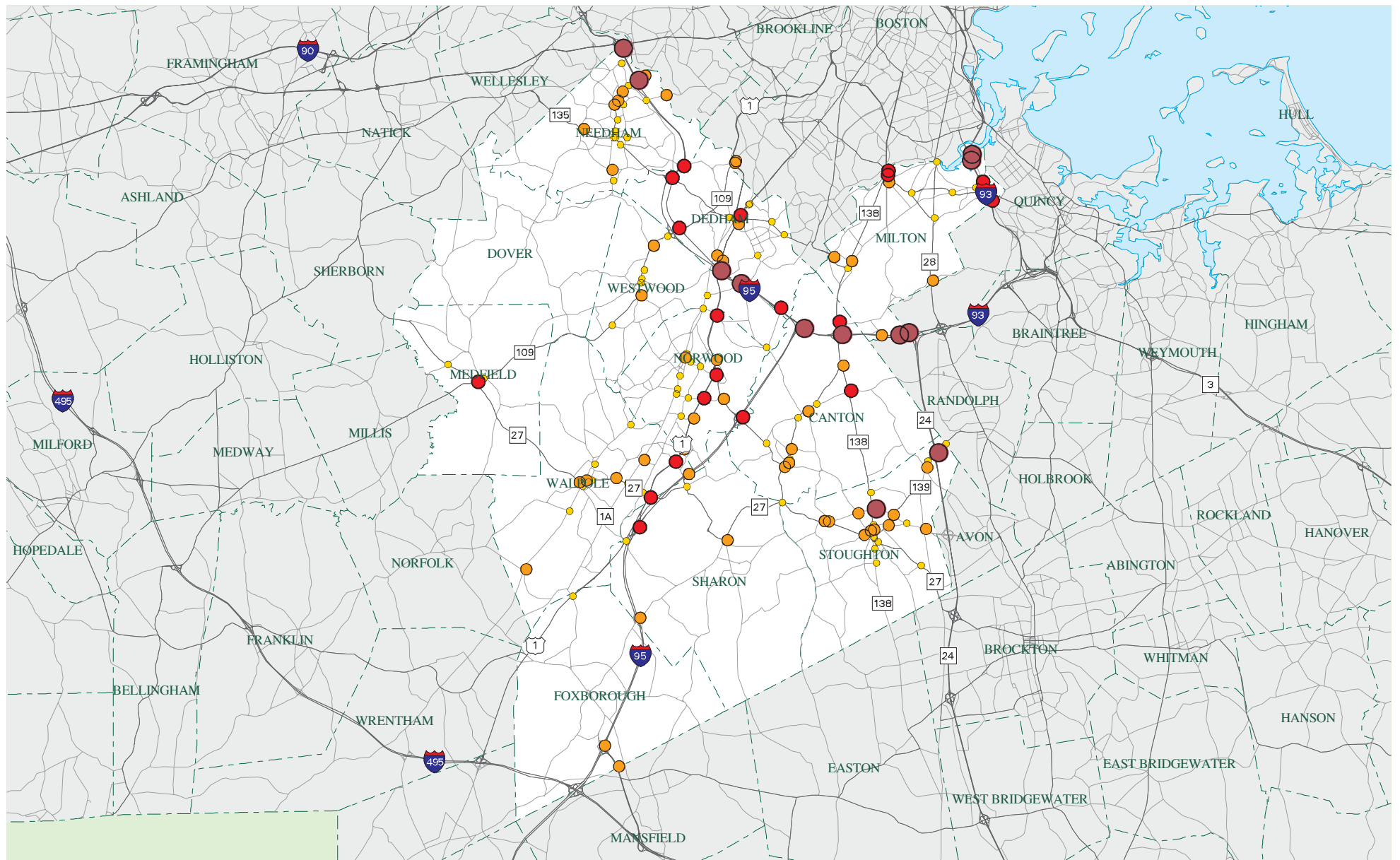
CTPS

Number of crashes

- 15–24
- 25–54
- 55–105
- 106–678

Locations with 15 or More Crashes,
1997–99

SWAP Subregion



BOSTON MPO

**Congestion
Management
System**

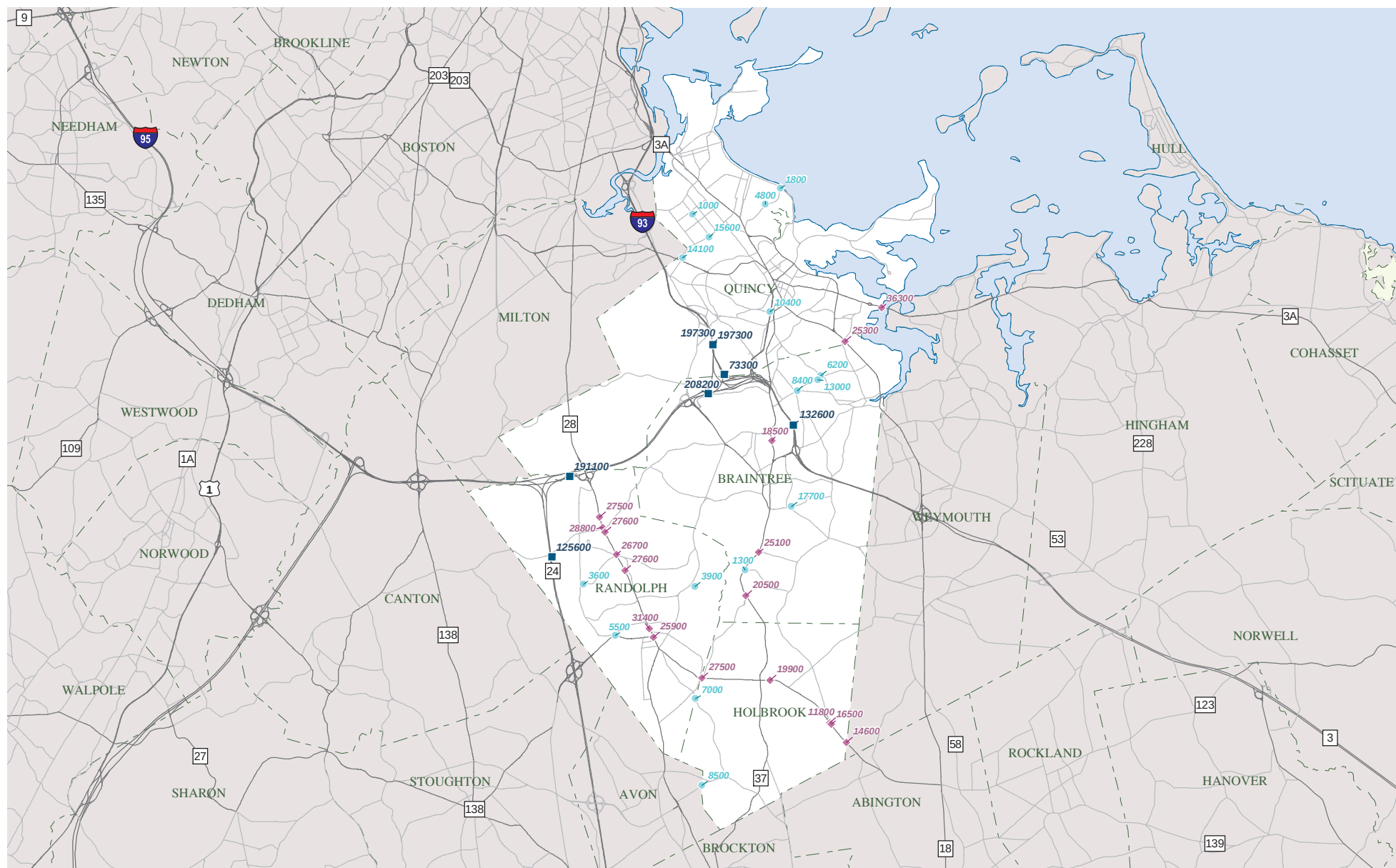
CTPS

Number of crashes

- 15–24
- 25–54
- 55–105
- 106–678

Locations with 15 or More Crashes,
1997–99

TRIC Subregion



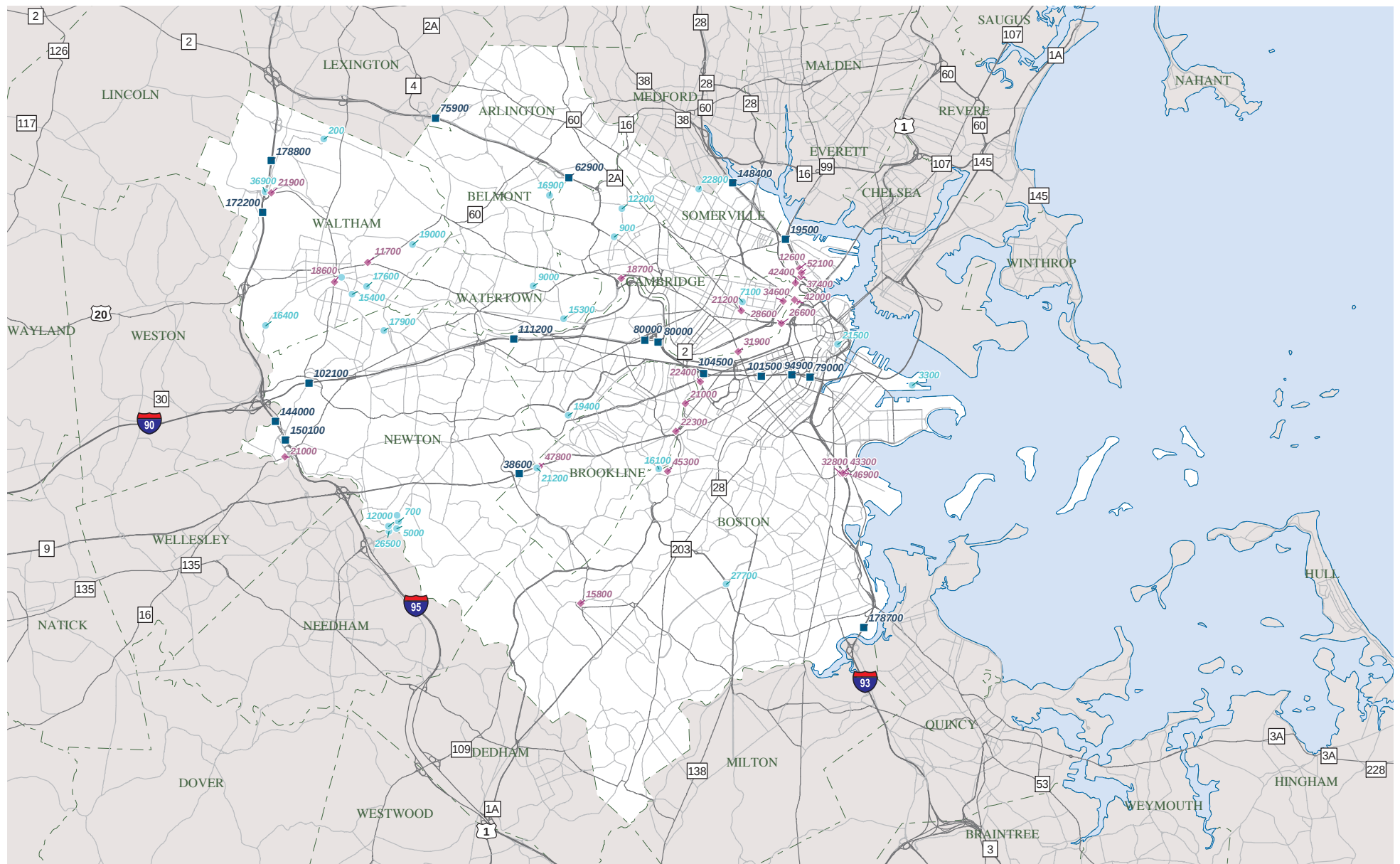
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2c
Average Daily Traffic, 1996–2001
Inner Core: Lower



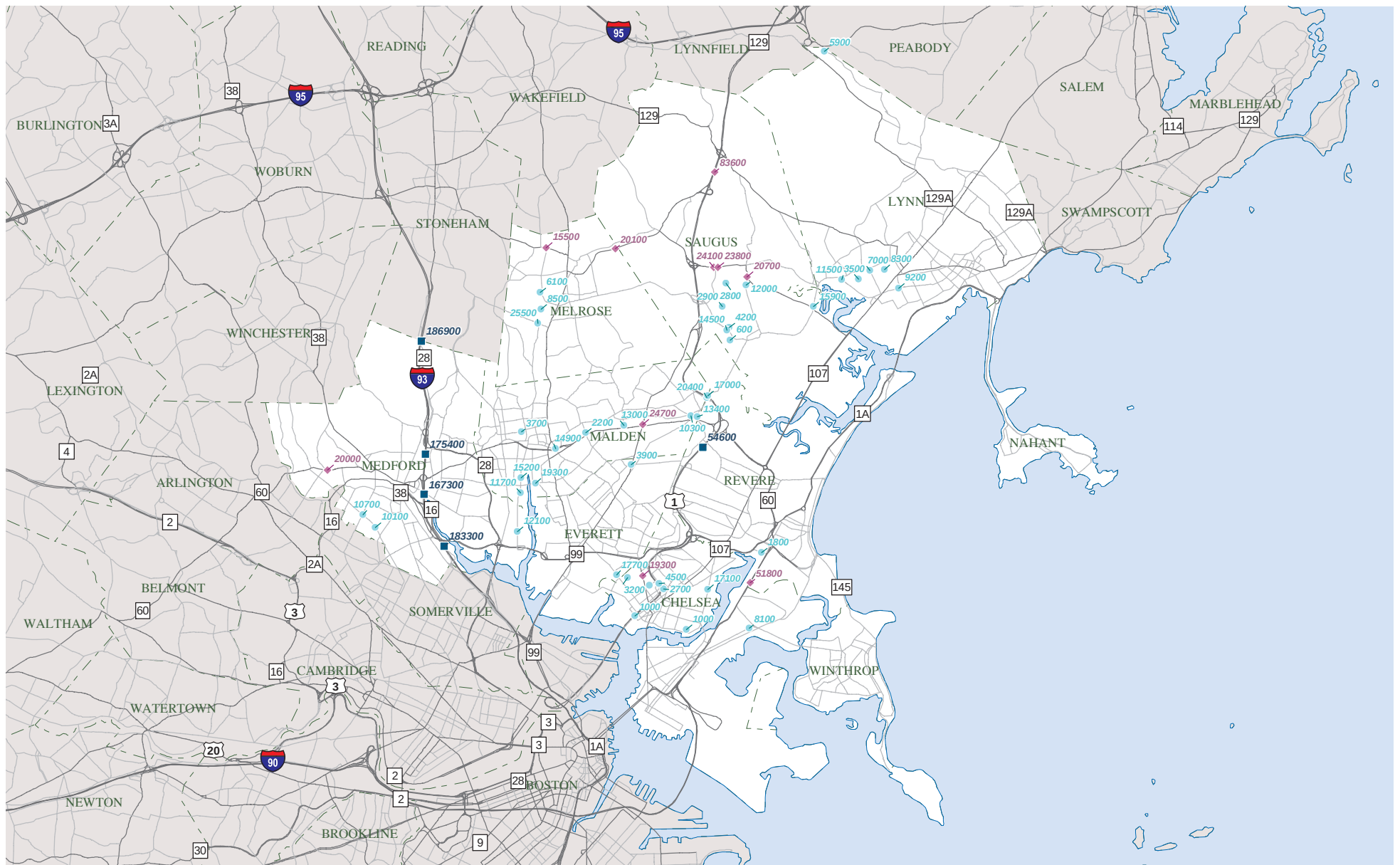
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2b
Average Daily Traffic, 1996–2001
Inner Core: Middle



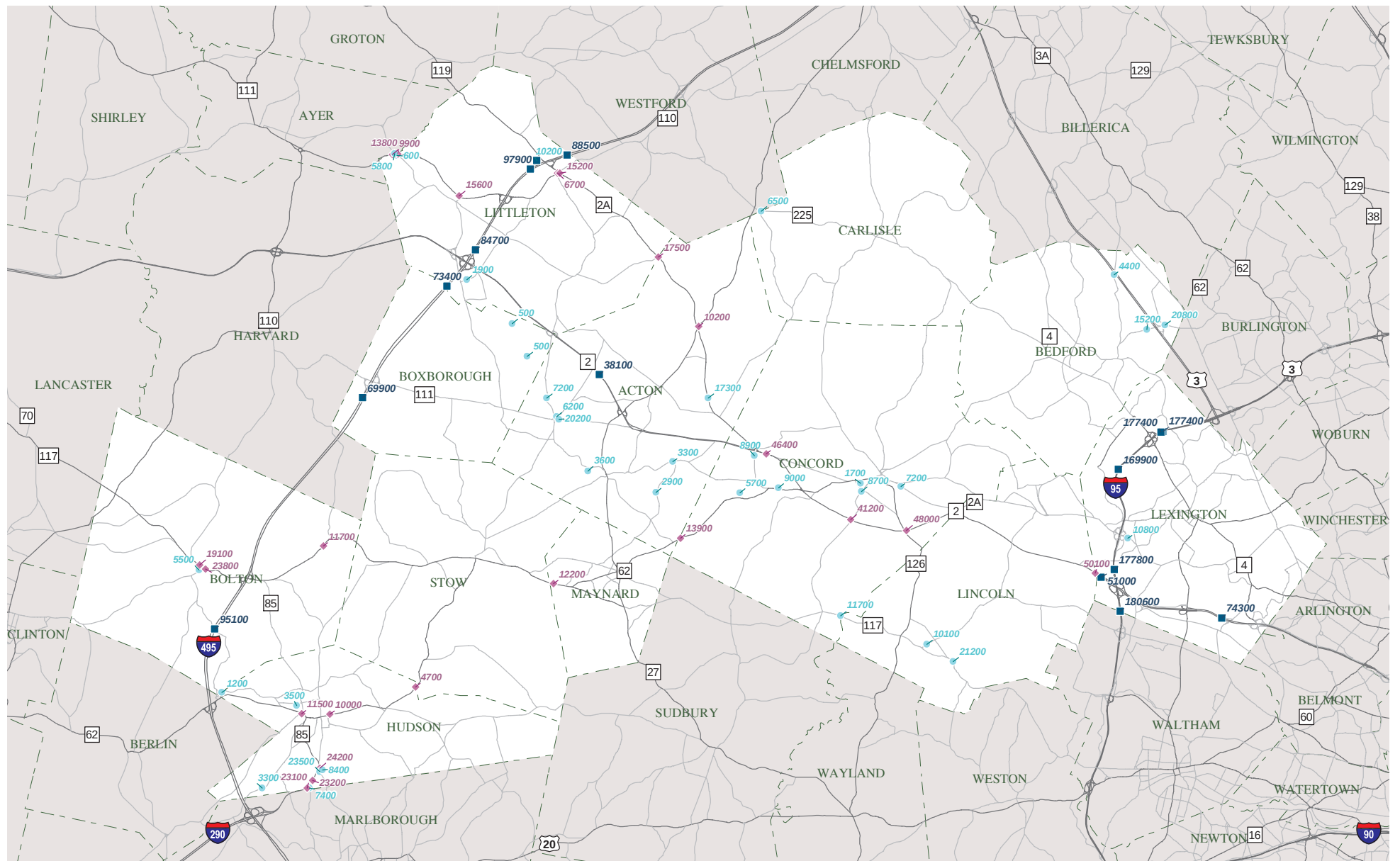
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2a
Average Daily Traffic, 1996–2001
Inner Core: Upper



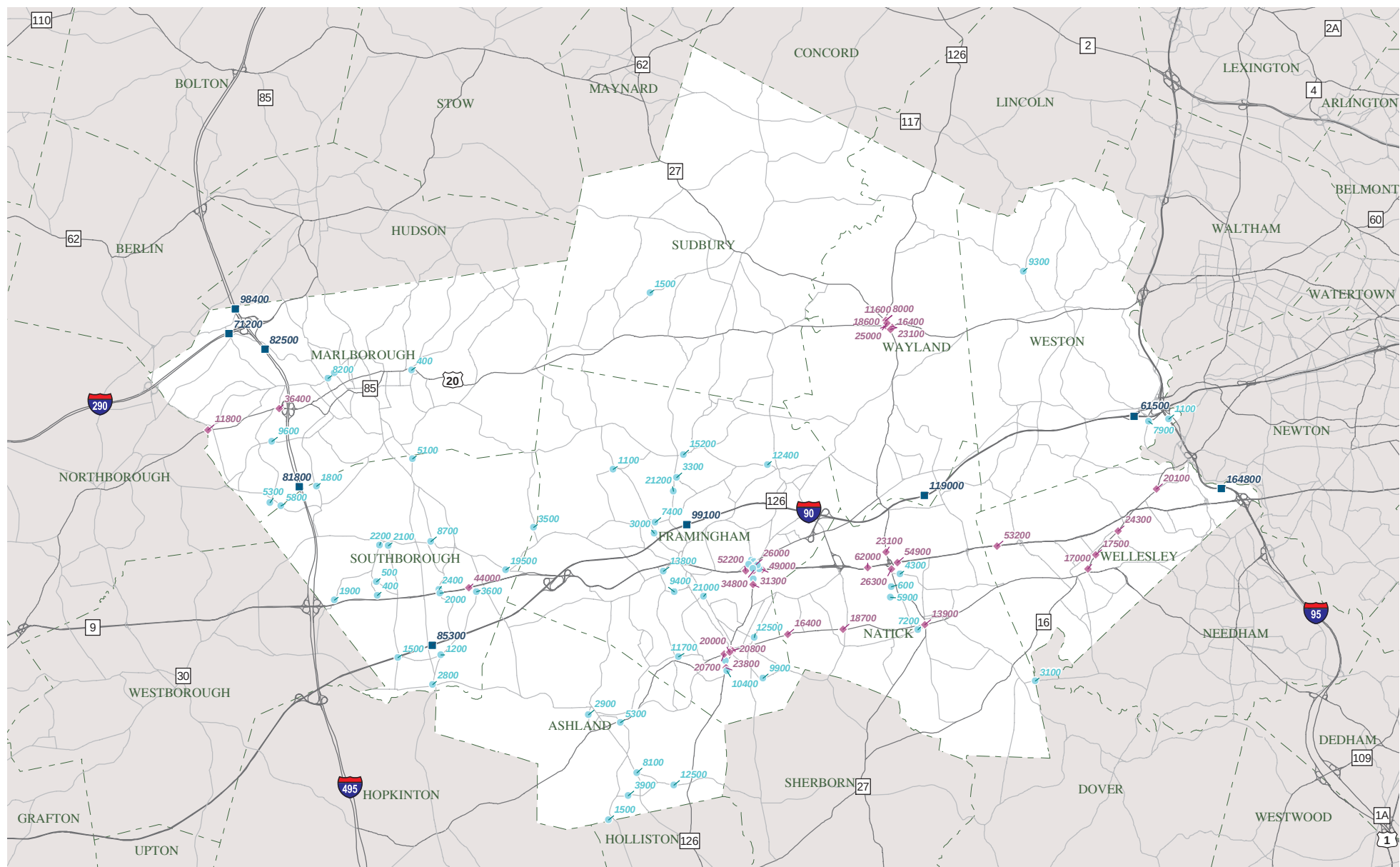
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2d
Average Daily Traffic, 1996–2001
MAGIC Subregion

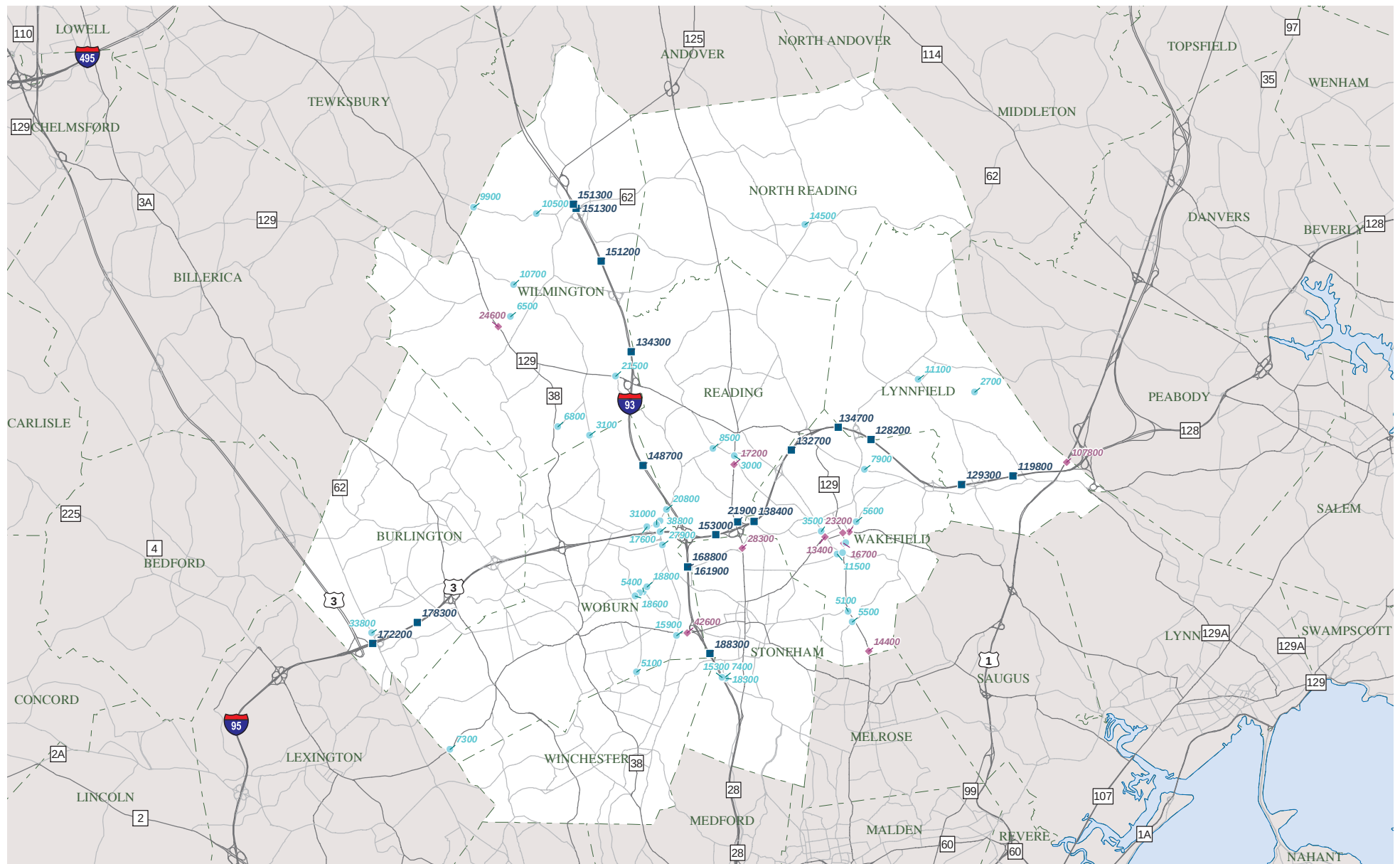
**BOSTON MPO**

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2e
Average Daily Traffic, 1996–2001
MetroWest Subregion



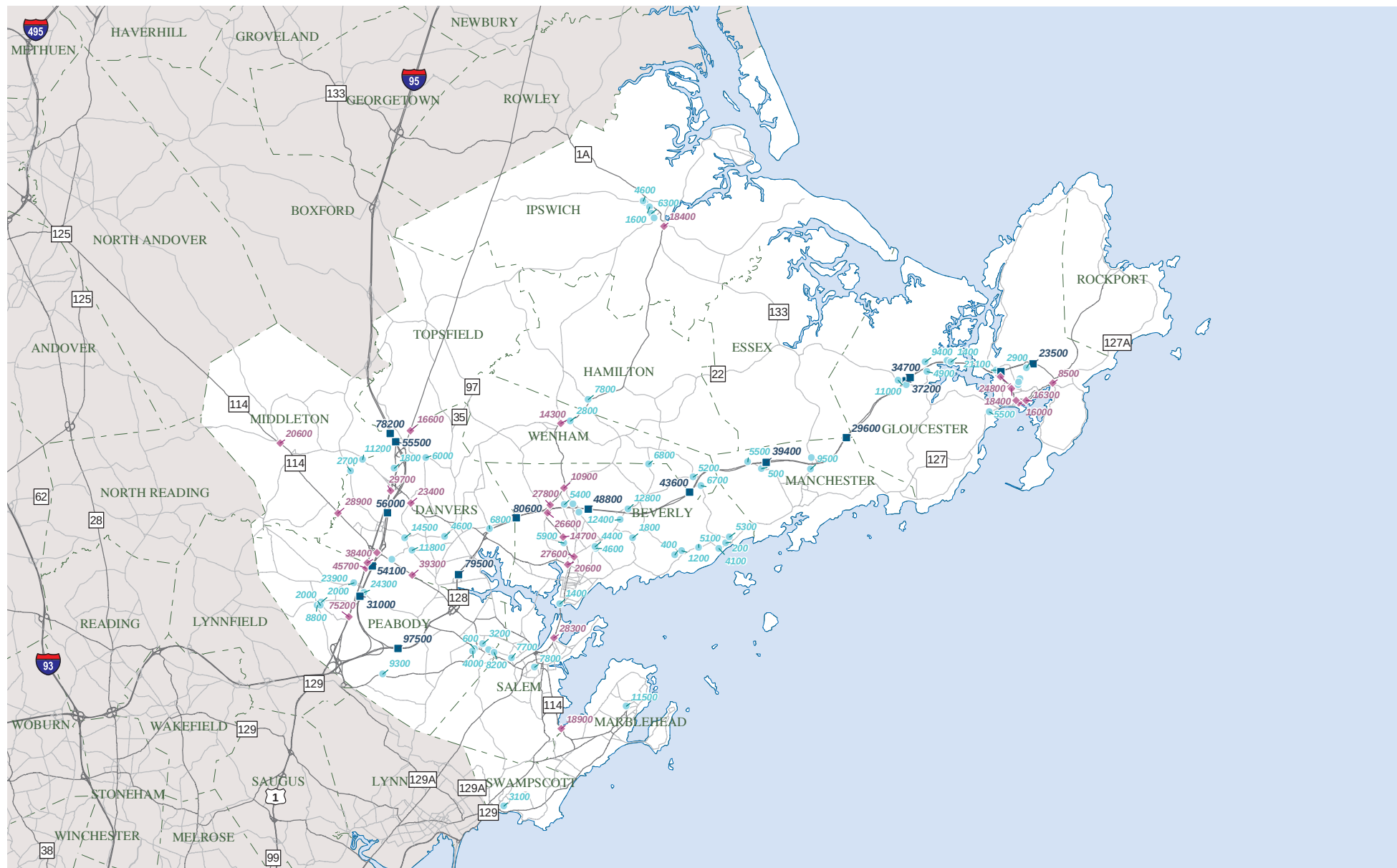
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2f
Average Daily Traffic, 1996–2001
NSPC Subregion



BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2g
Average Daily Traffic, 1996–2001
NSTF Subregion

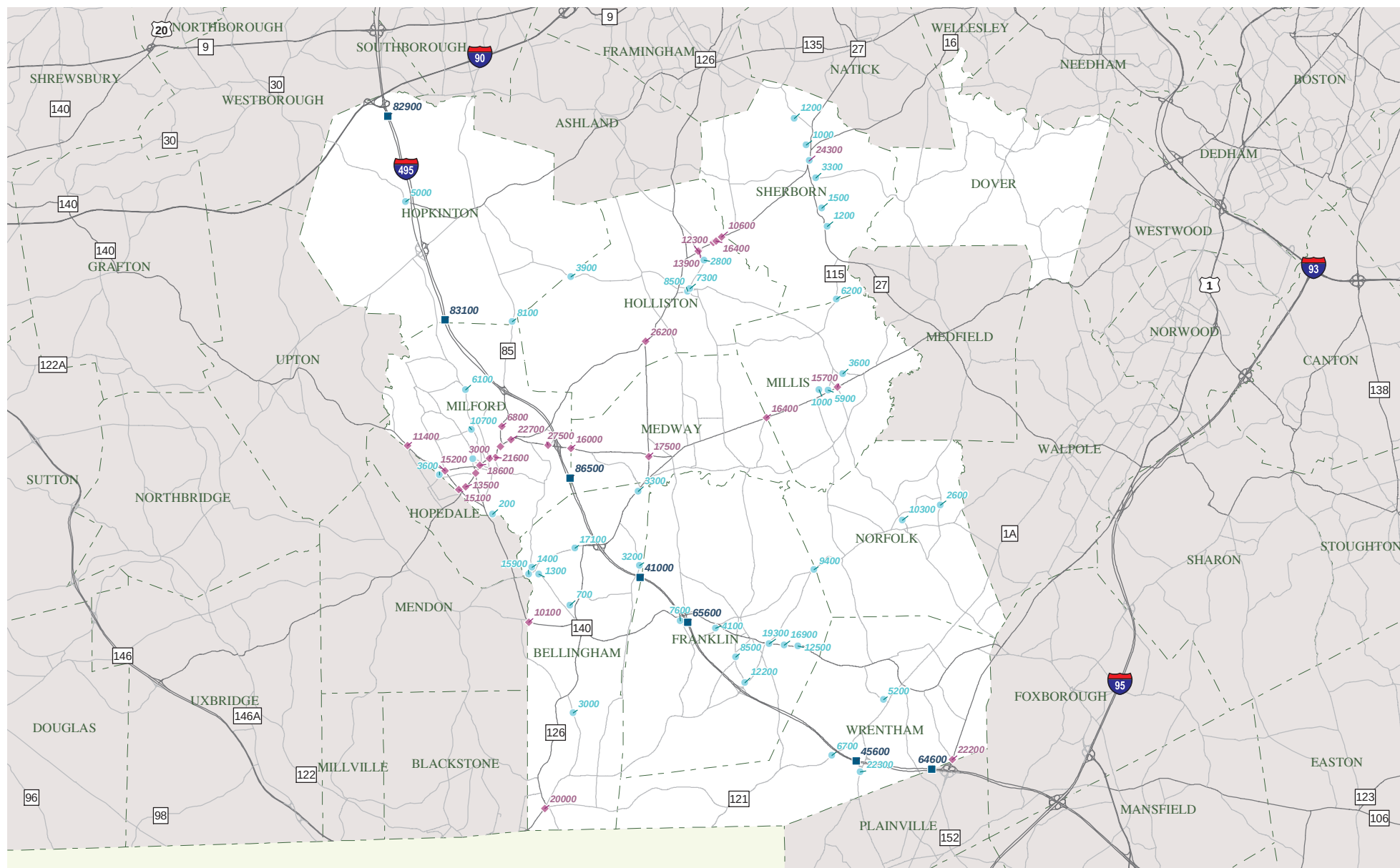
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2h
Average Daily Traffic, 1996–2001
SSC Subregion



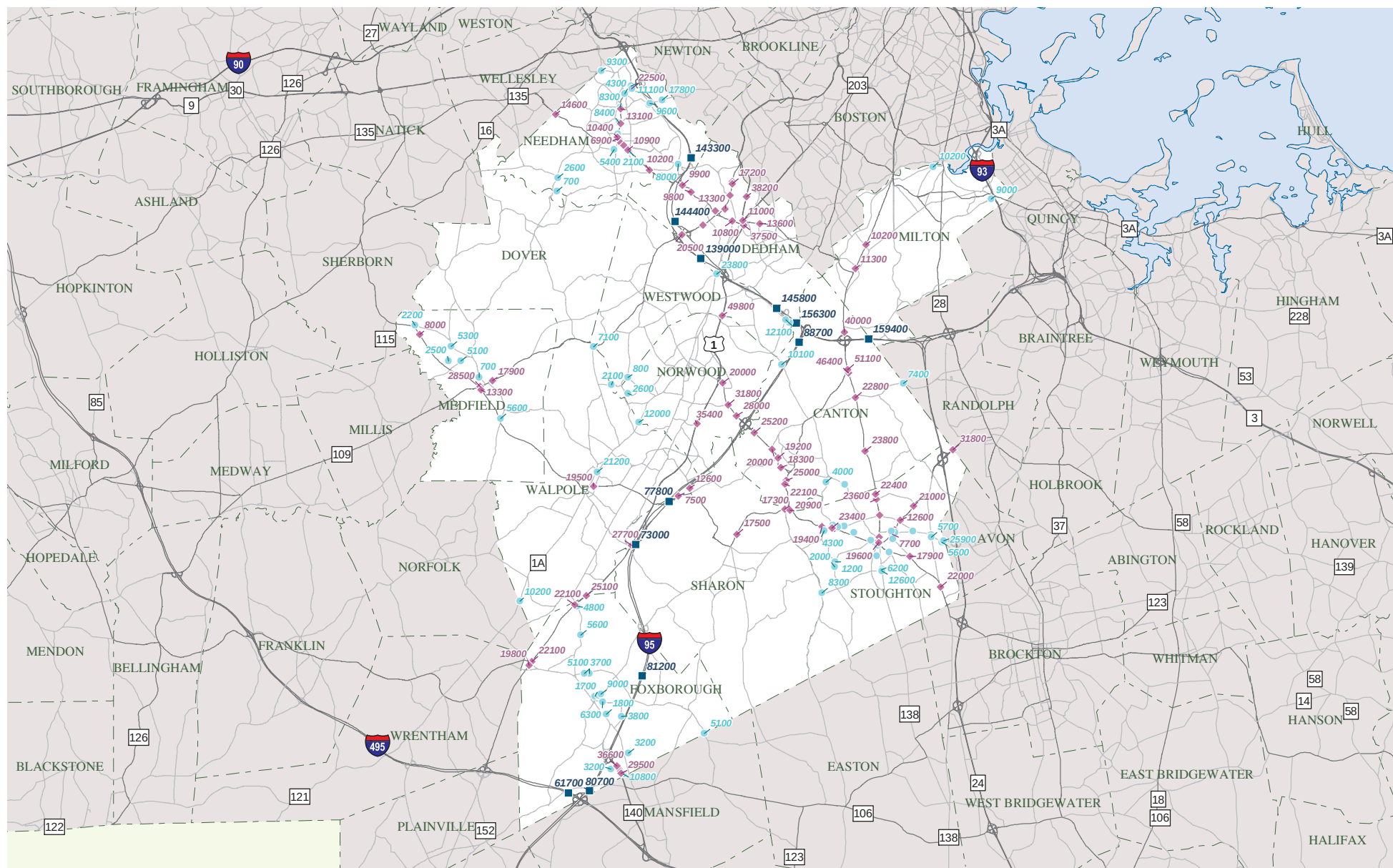
BOSTON MPO

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2i
Average Daily Traffic, 1996–2001
SWAP Subregion

**BOSTON MPO**

Congestion Management System

CTPS

- Interstate and other limited access-highways
- ◆ Major arterial roads
- Minor arterial roads, collectors, and local roads

FIGURE 3.2j
Average Daily Traffic, 1996–2001
TRIC Subregion



BOSTON MPO

Congestion Management System

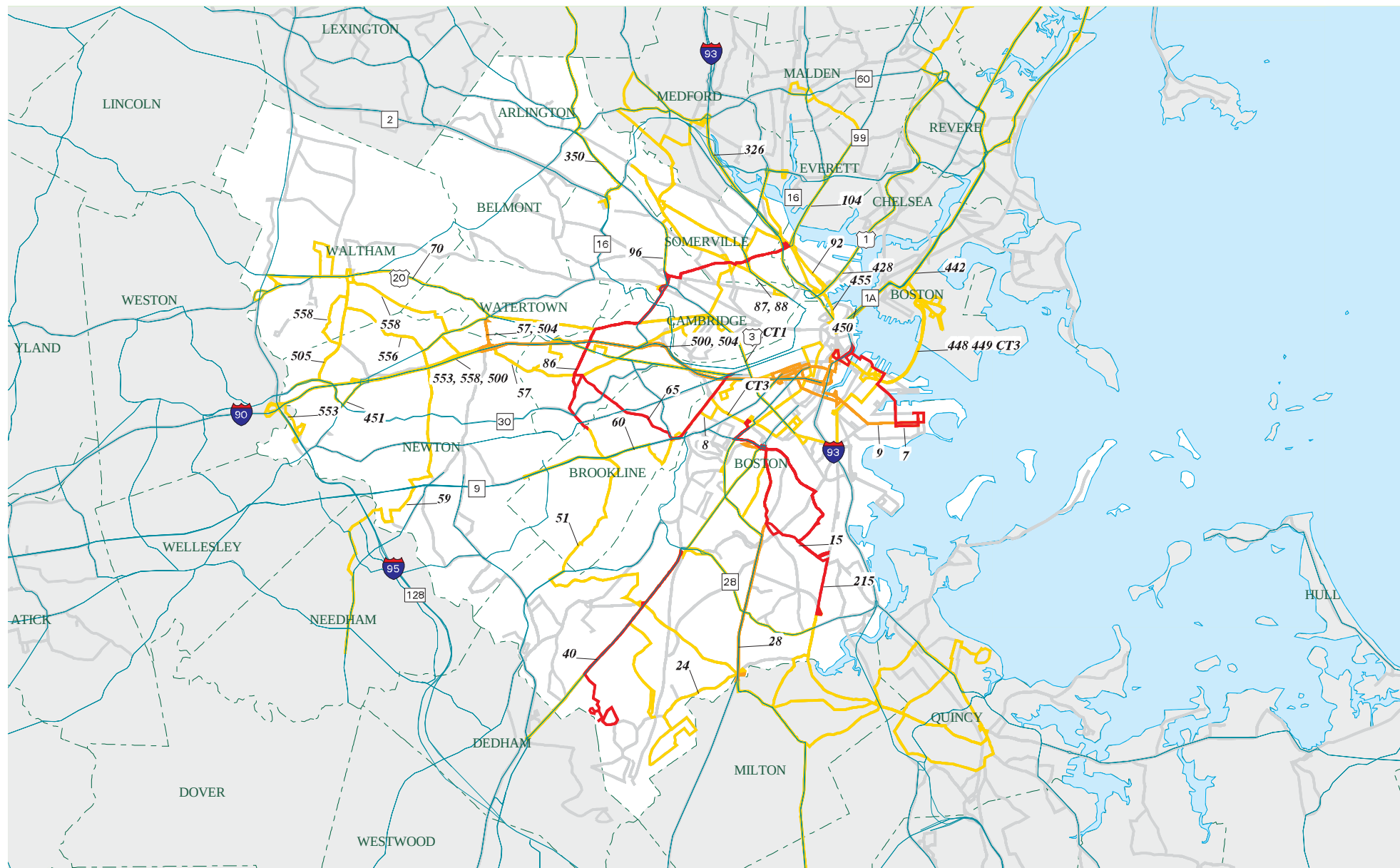
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
Inner Core: Lower



BOSTON MPO

Congestion Management System

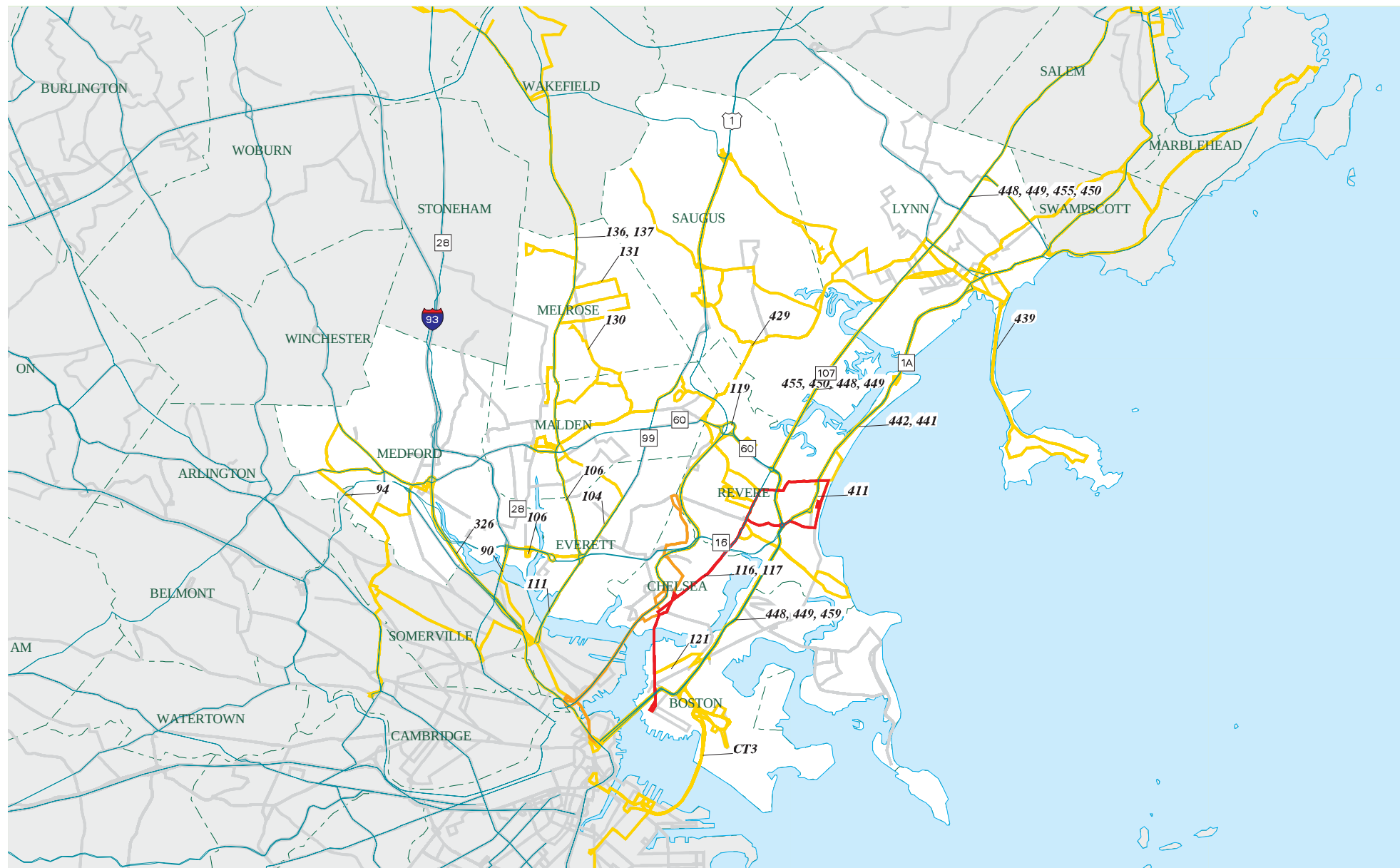
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
Inner Core: Middle



BOSTON MPO

Congestion Management System

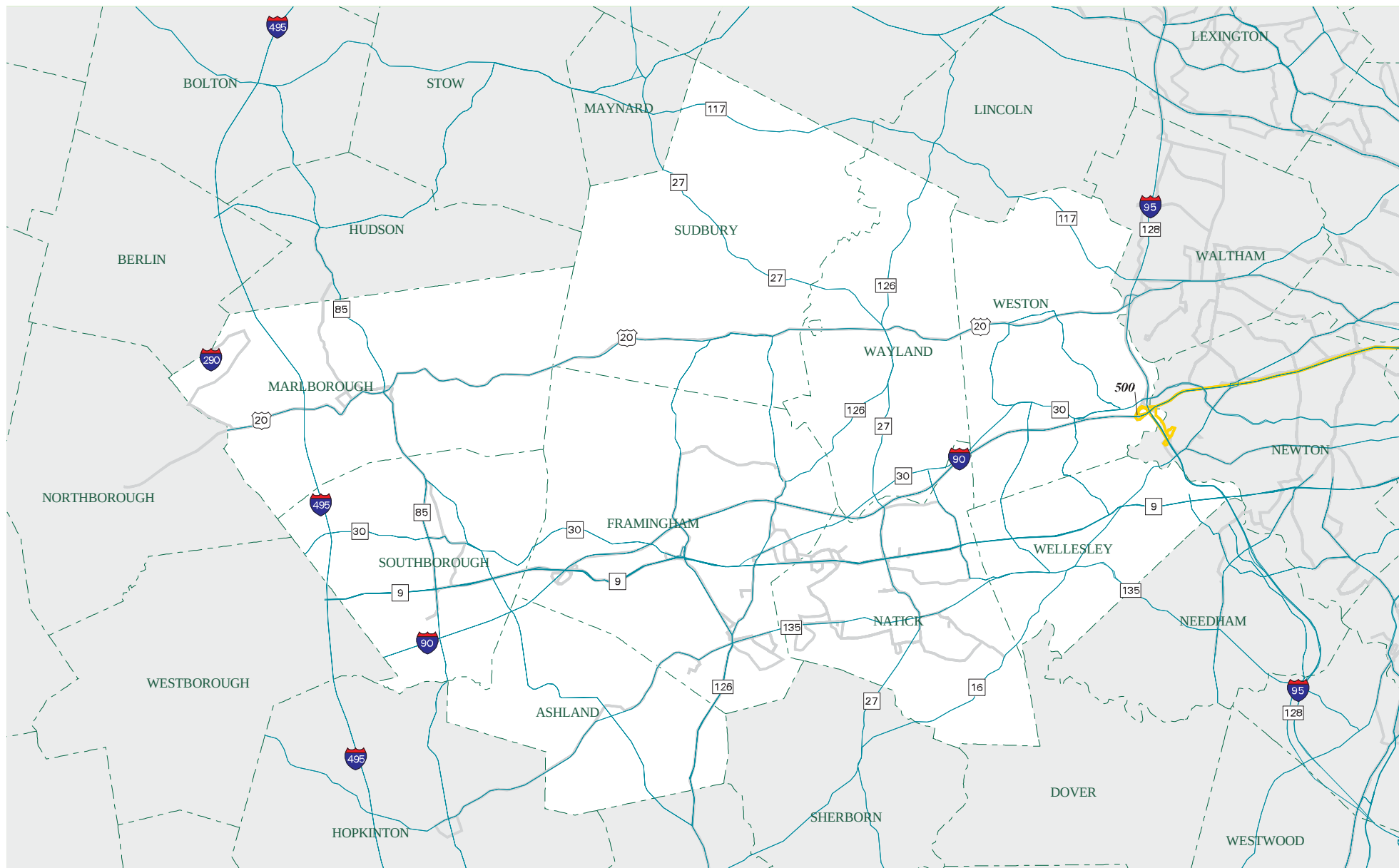
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
Inner Core: Upper



BOSTON MPO

Congestion Management System

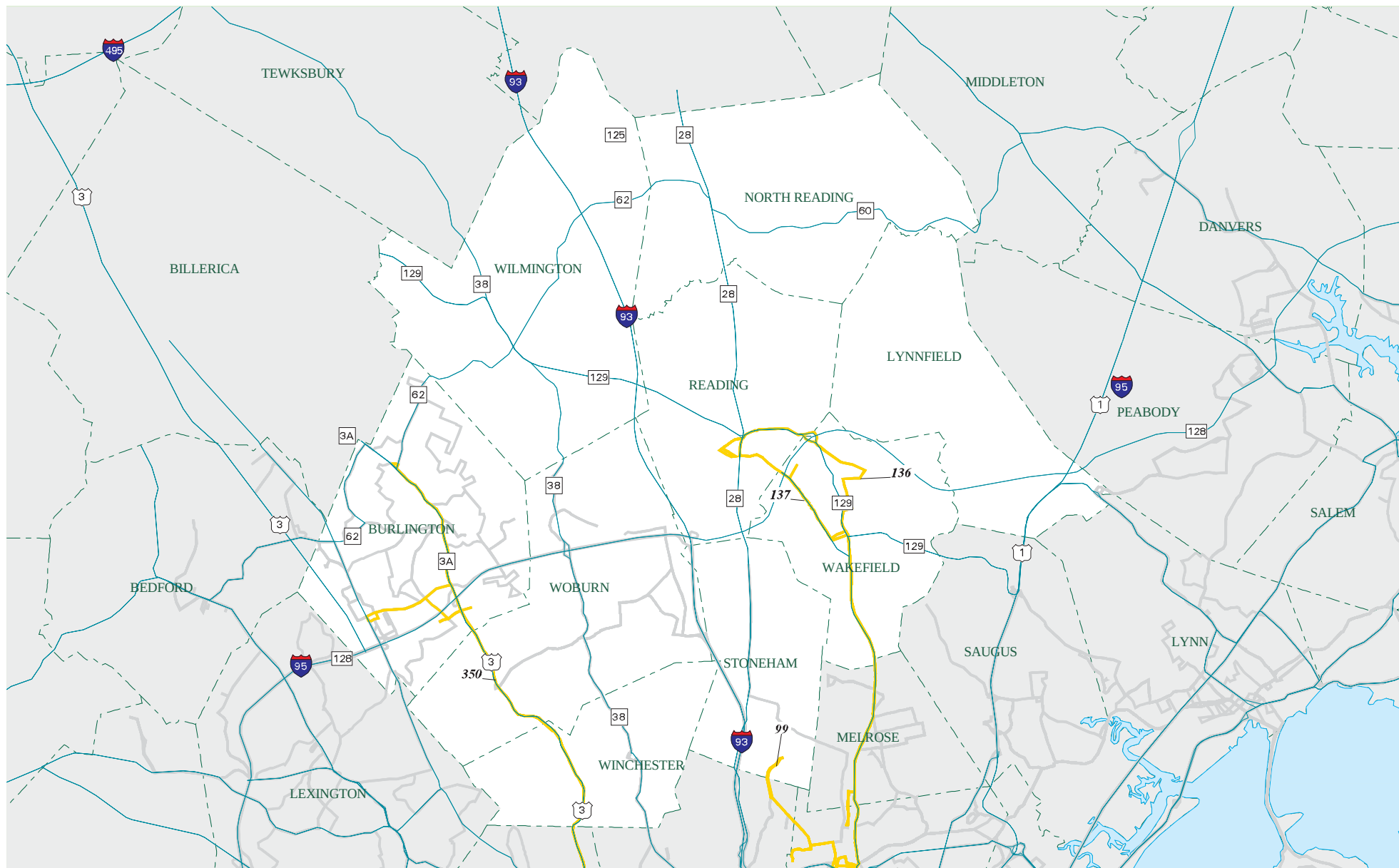
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

**Bus Route Performance:
Peak Period Mobility Concerns
MetroWest Subregion**



BOSTON MPO

Congestion Management System

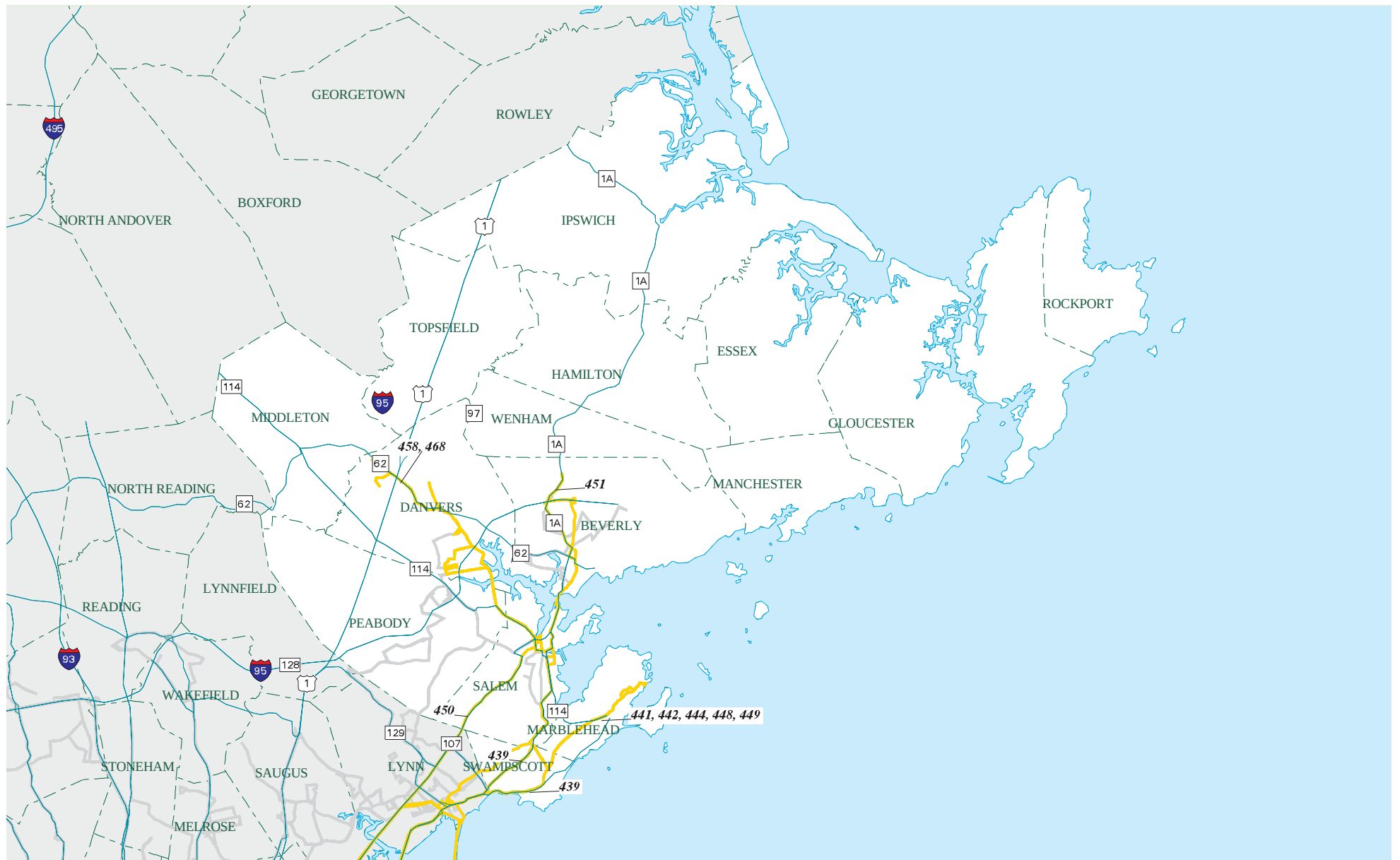
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
NSPC Subregion



BOSTON MPO

Congestion Management System

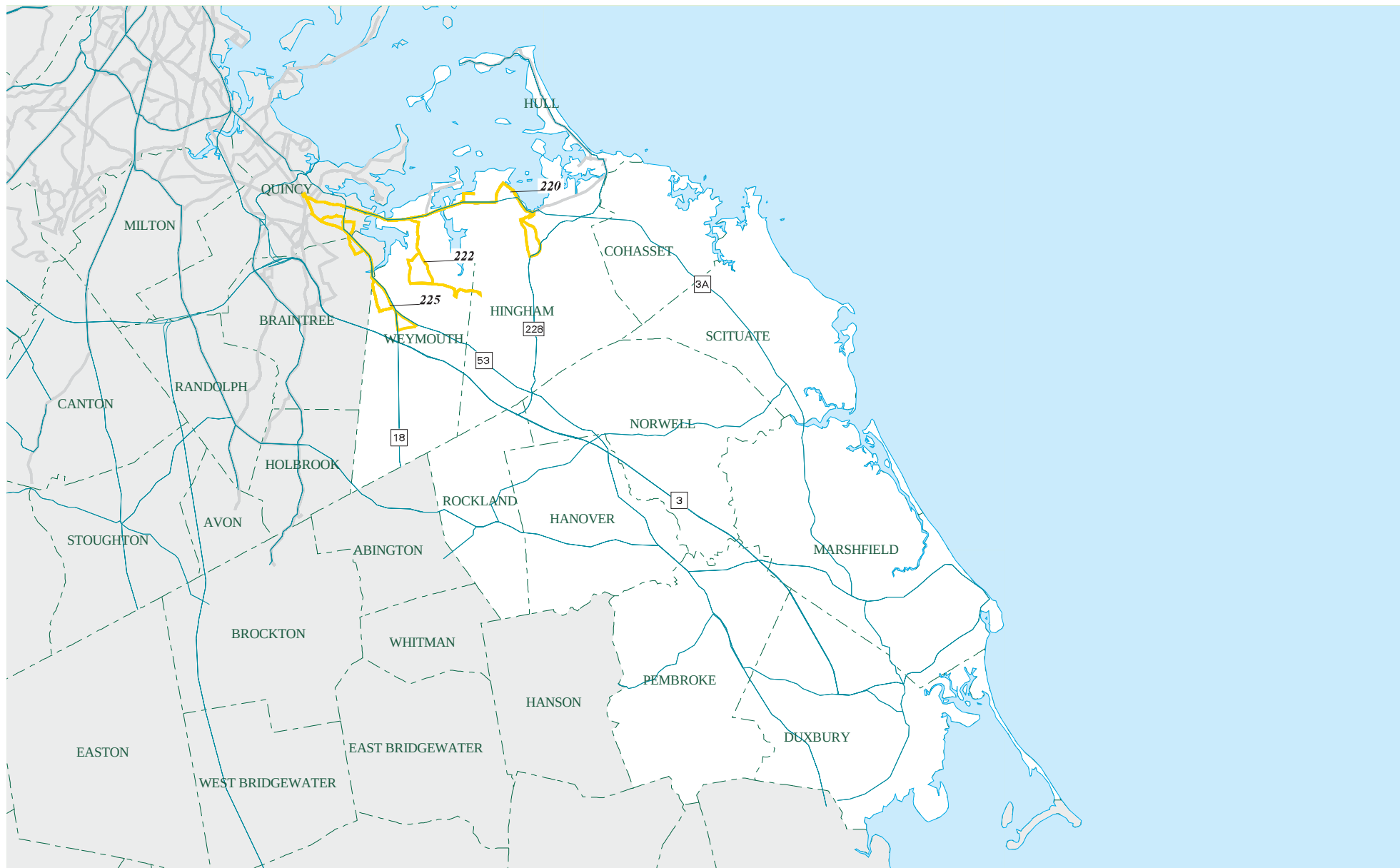
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
NSTF Subregion



BOSTON MPO

Congestion Management System

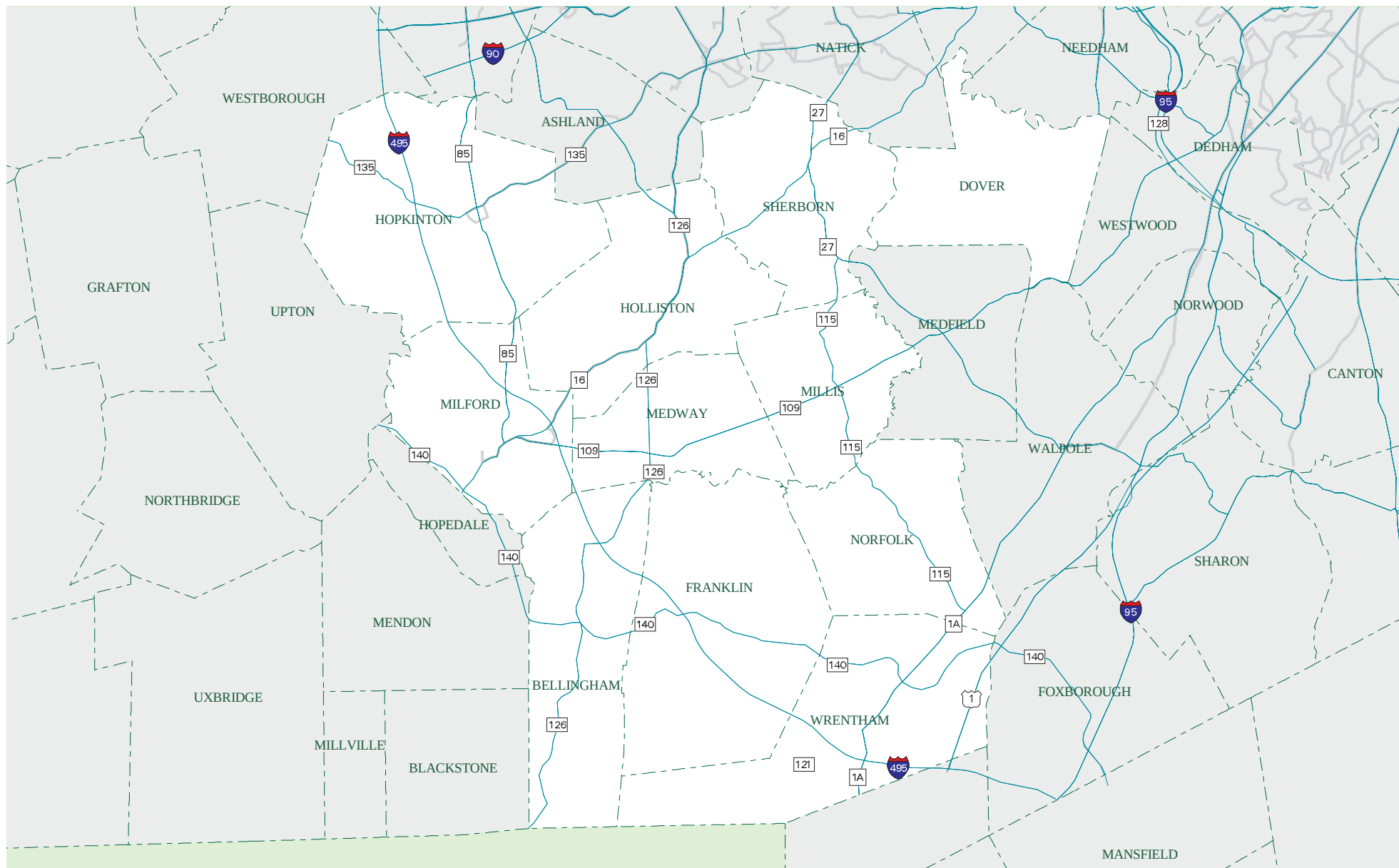
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
SSC Subregion



BOSTON MPO

Congestion Management System

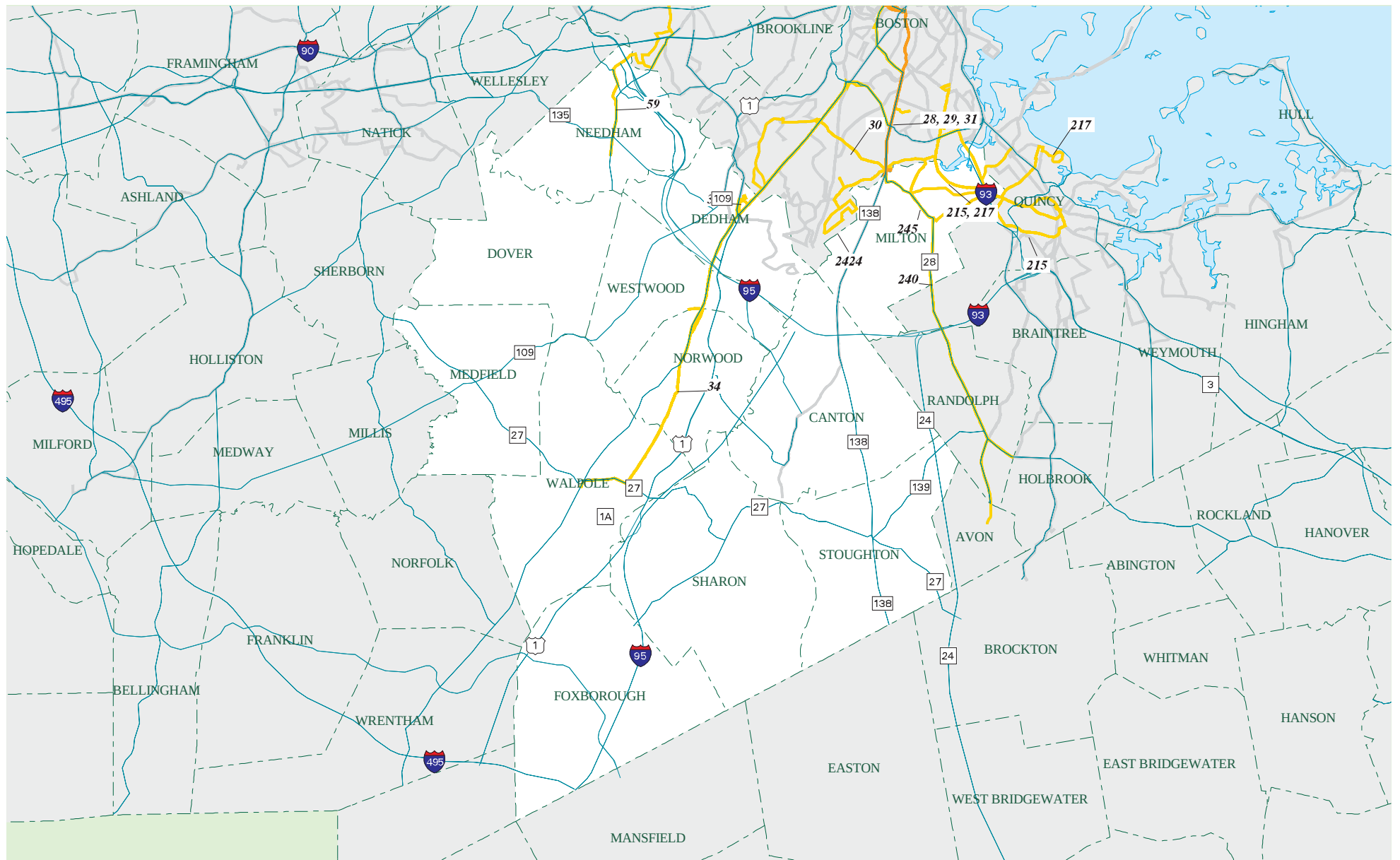
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
SWAP Subregion



BOSTON MPO

Congestion Management System

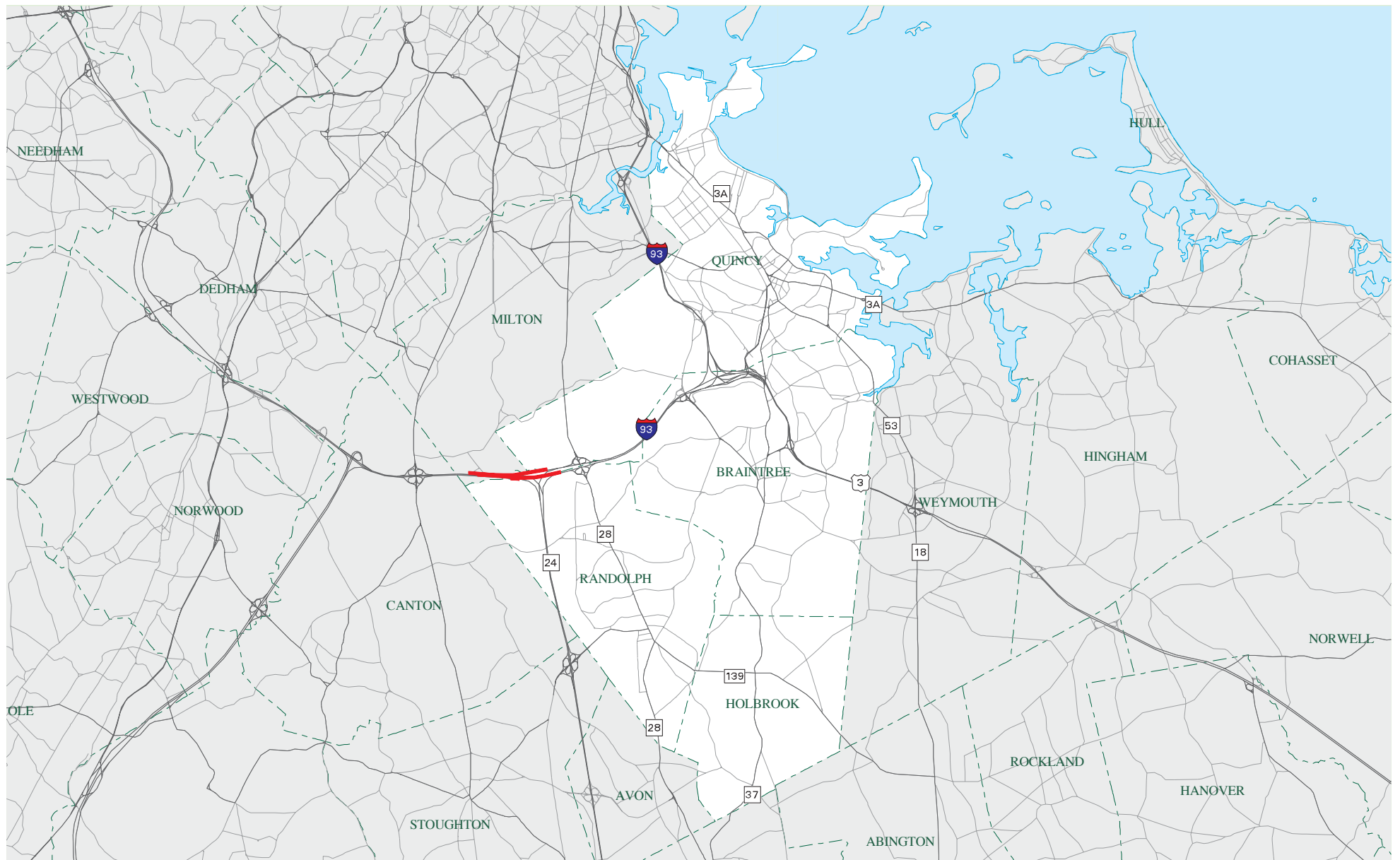
CTPS

- Schedule adherence standard is not met
- Passenger crowding standard is not met
- Neither standard is met
- Both standards are met

— CMS roadway

Data as of 2002

Bus Route Performance:
Peak Period Mobility Concerns
TRIC Subregion



BOSTON MPO

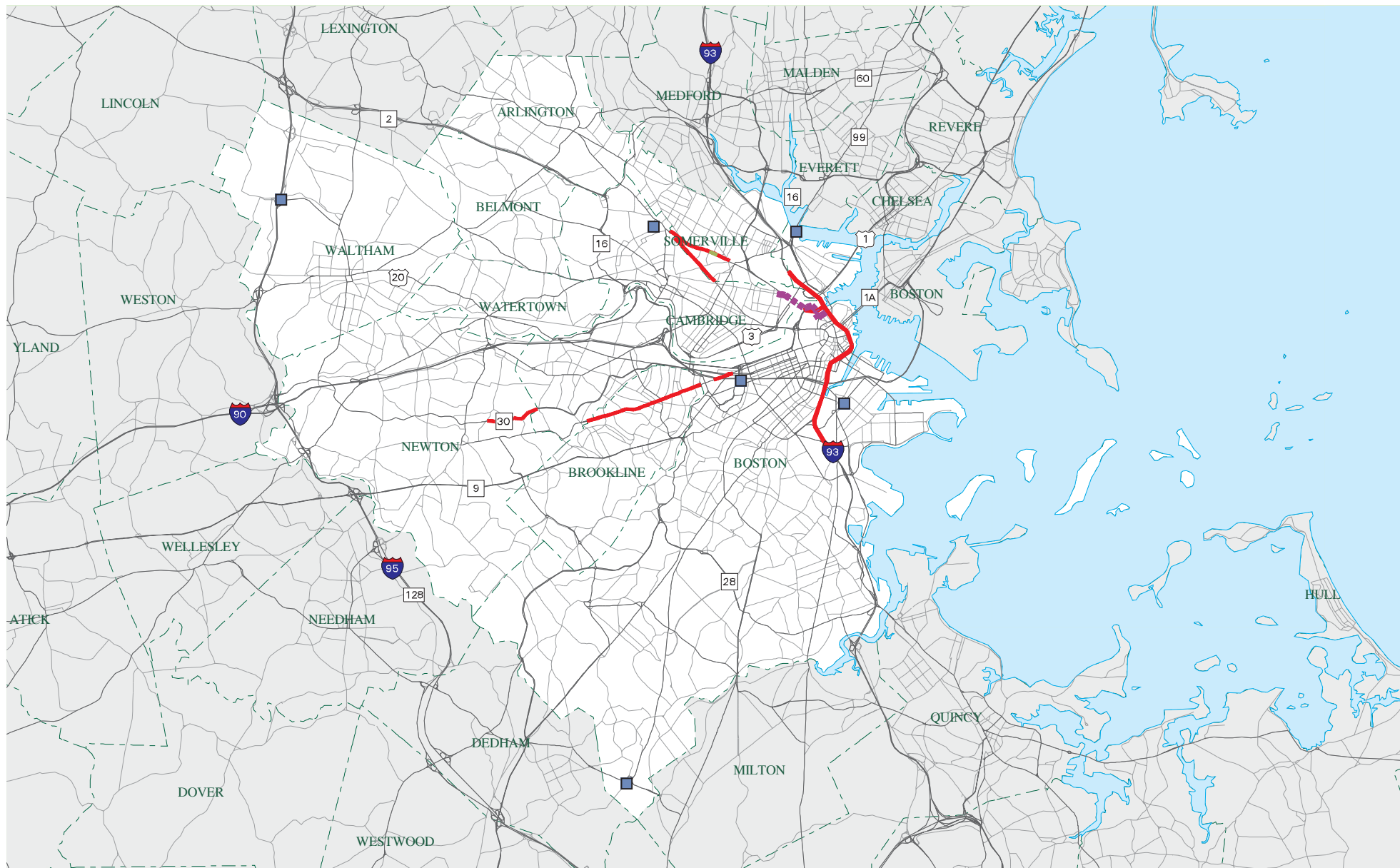
Congestion Management System

CTPS

- — Major highway, arterial, or intersection
- Bridge
- ◆ --- Transit/regional mobility
- ▲ — Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

Inner Core: Lower



BOSTON MPO

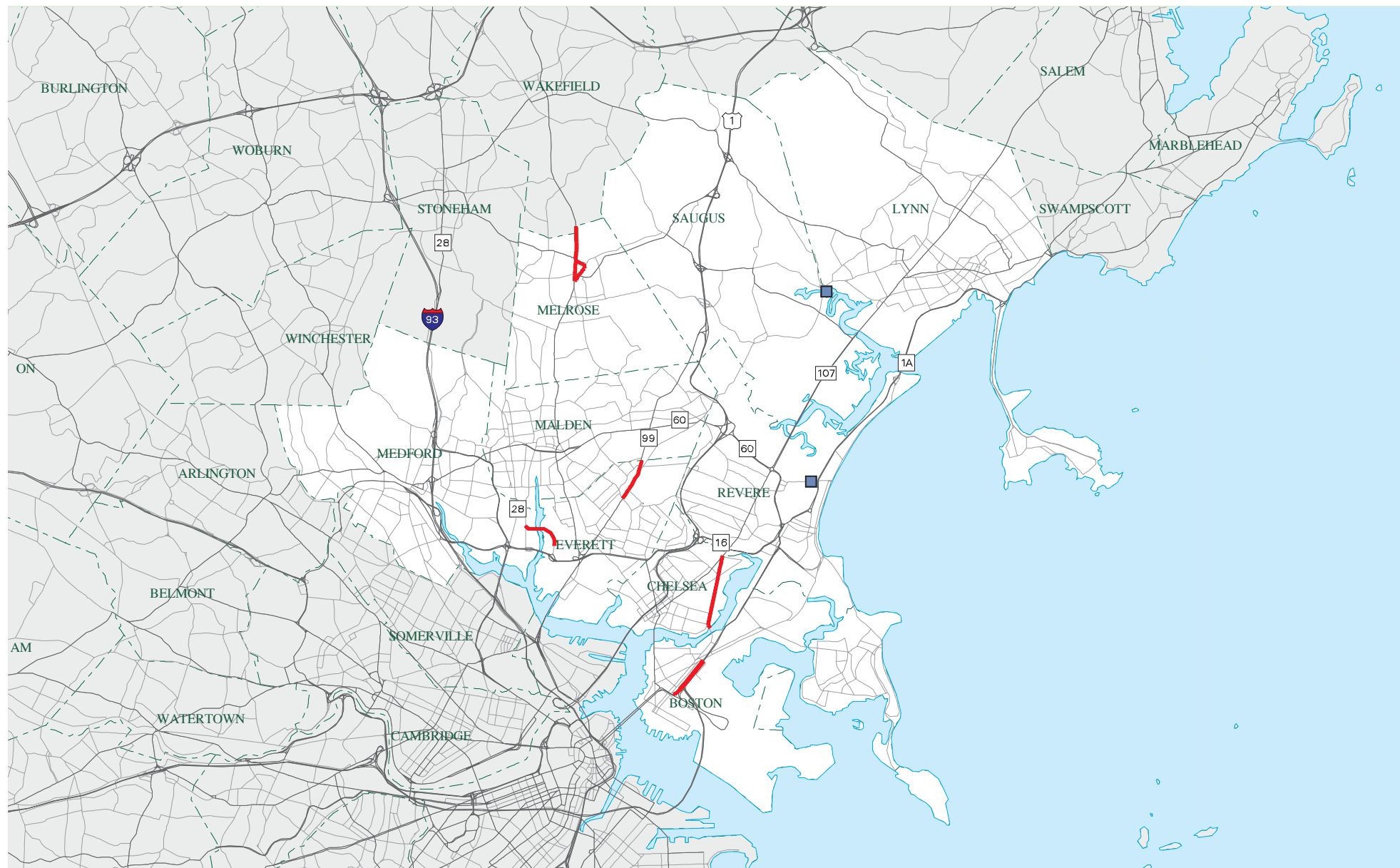
Congestion Management System

CTPS

- — Major highway, arterial, or intersection
- Bridge
- ◆ --- Transit/regional mobility
- ▲ — Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

Inner Core: Middle



BOSTON MPO

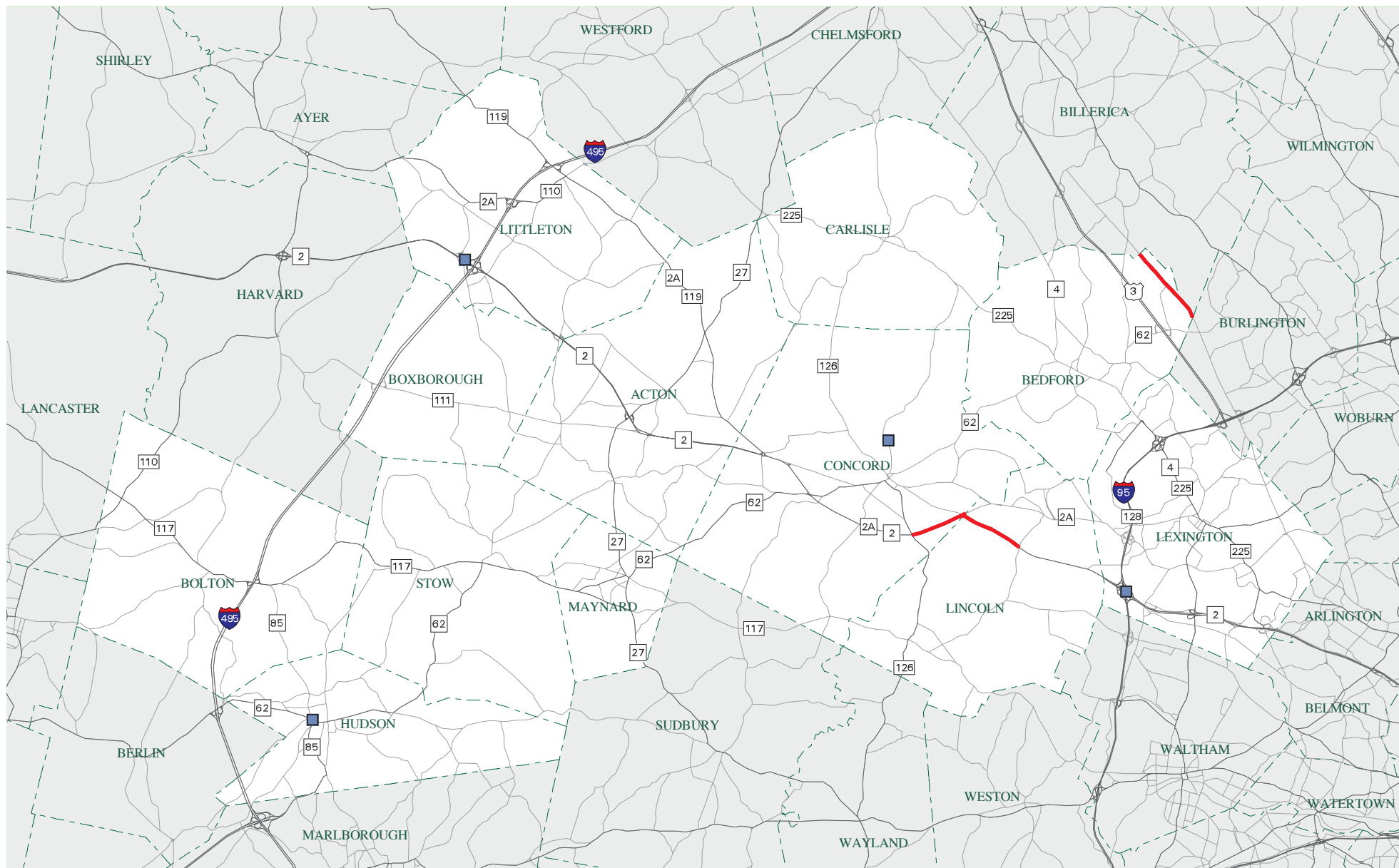
Congestion Management System

CTPS

- — Major highway, arterial, or intersection
- Bridge
- ◆ --- Transit/regional mobility
- ▲ — Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

Inner Core: Upper



BOSTON MPO

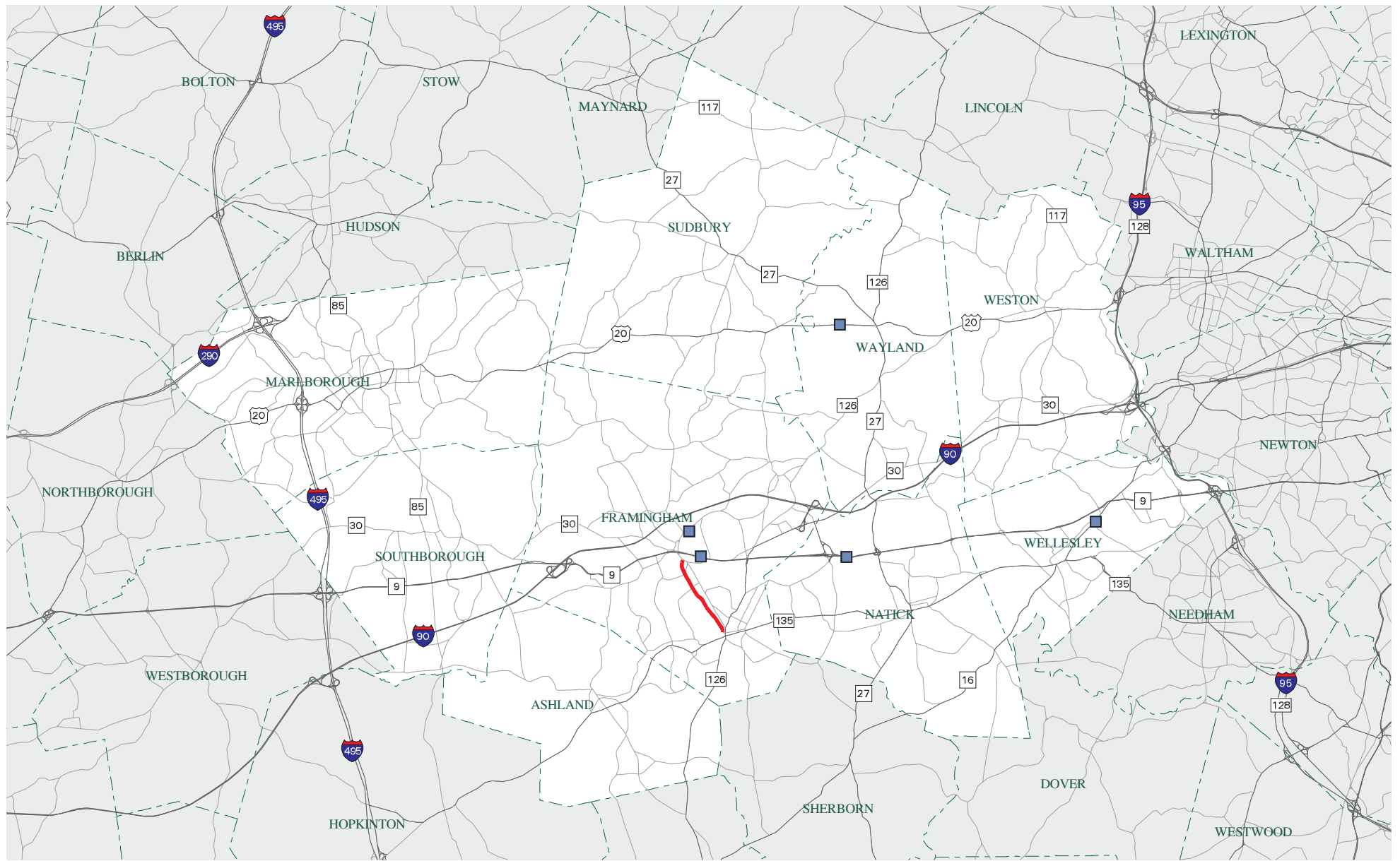
Congestion Management System

CTPS

- Major highway, arterial, or intersection
- Bridge
- ◆ Transit/regional mobility
- ▲ Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

MAGIC Subregion



BOSTON MPO

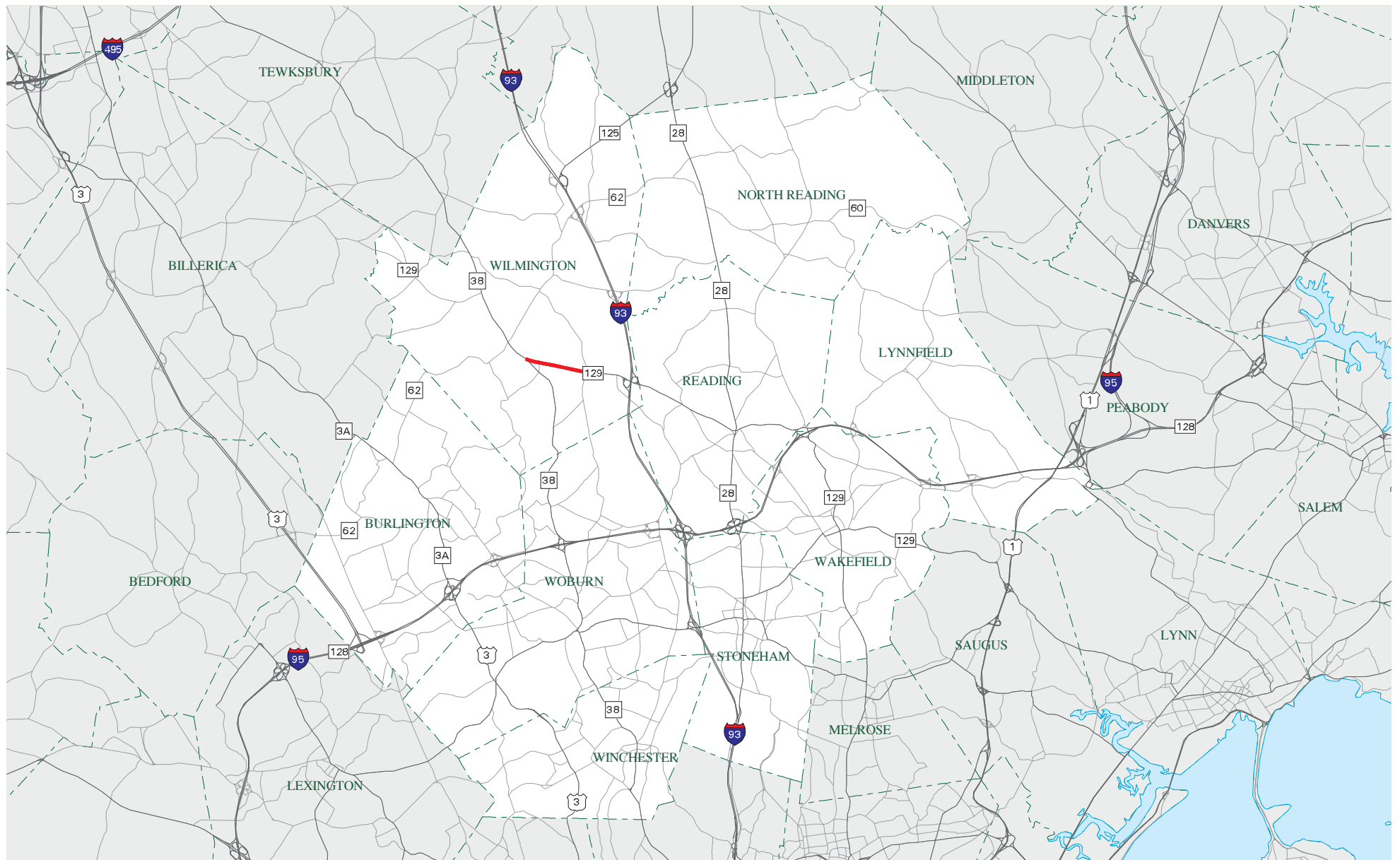
Congestion Management System

CTPS

- Major highway, arterial, or intersection
- Bridge
- ◆ Transit/regional mobility
- ▲ Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

MetroWest Subregion



BOSTON MPO

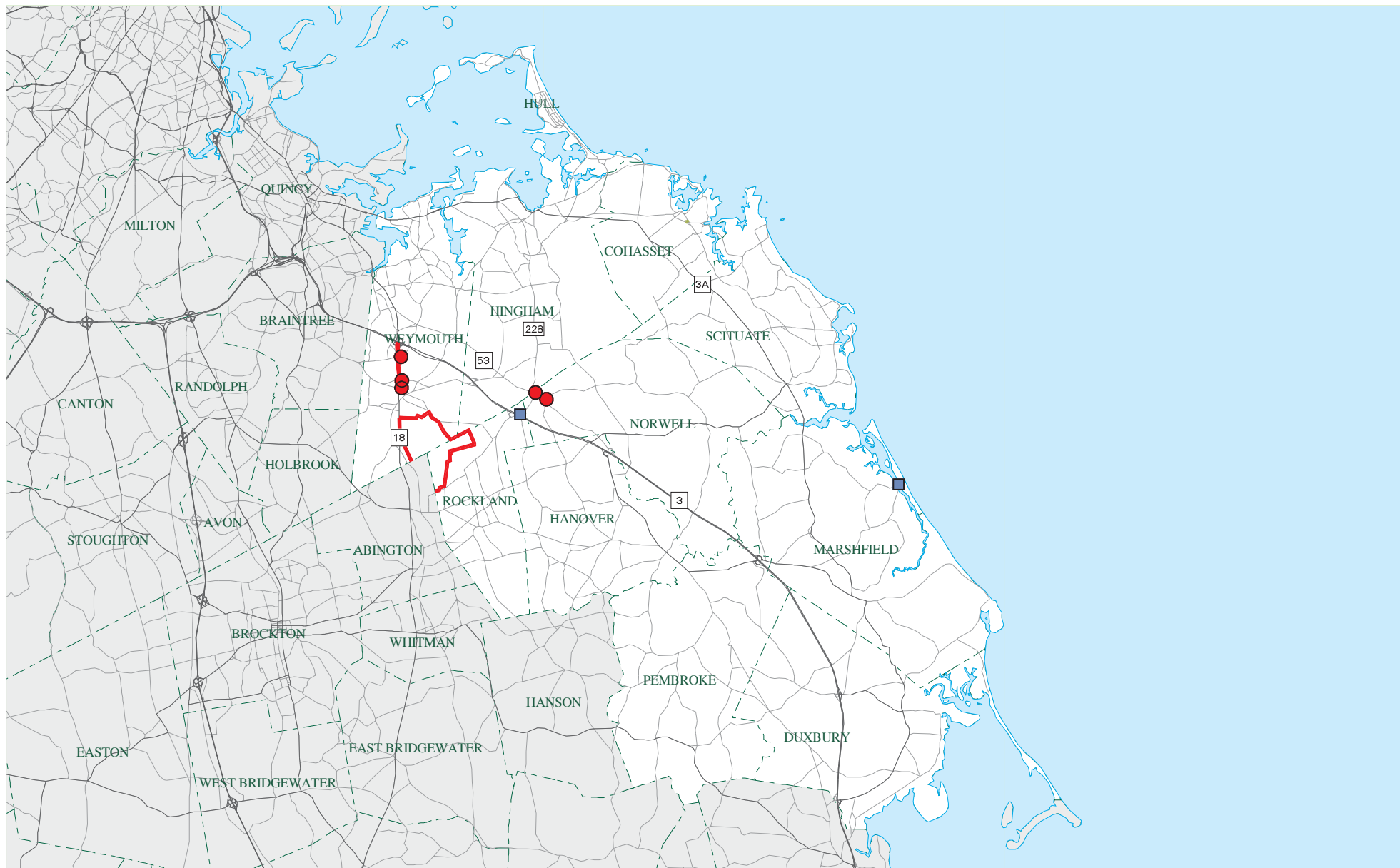
Congestion Management System

CTPS

- — Major highway, arterial, or intersection
- Bridge
- ◆ ---- Transit/regional mobility
- ▲ — Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

NSPC Subregion



BOSTON MPO

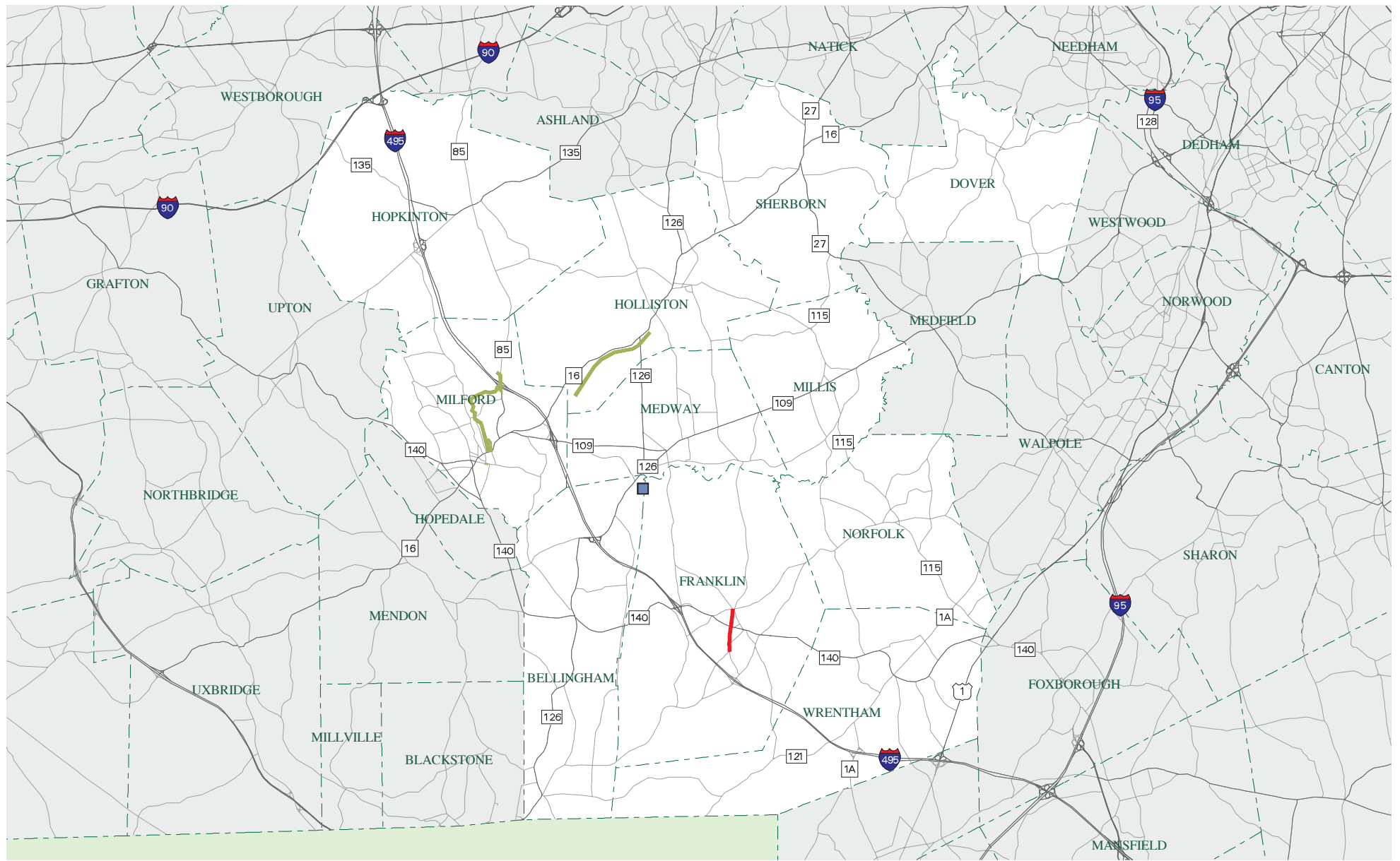
Congestion Management System

CTPS

- — Major highway, arterial, or intersection
- Bridge
- ◆ --- Transit/regional mobility
- ▲ — Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

SSC Subregion



BOSTON MPO

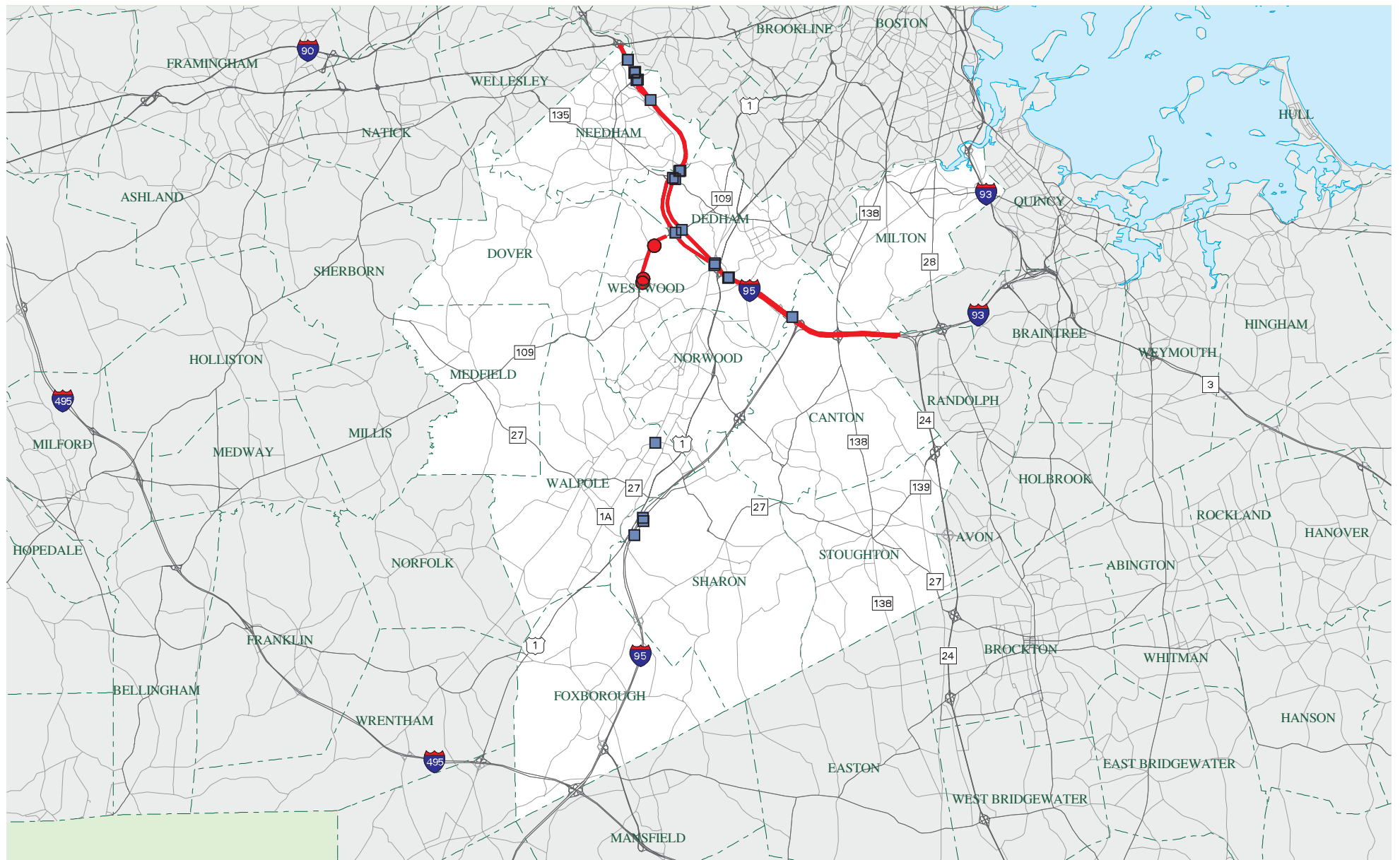
**Congestion
Management
System**

CTPS

- Major highway, arterial, or intersection
- Bridge
- ◆ Transit/regional mobility
- ▲ Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

SWAP Subregion



BOSTON MPO

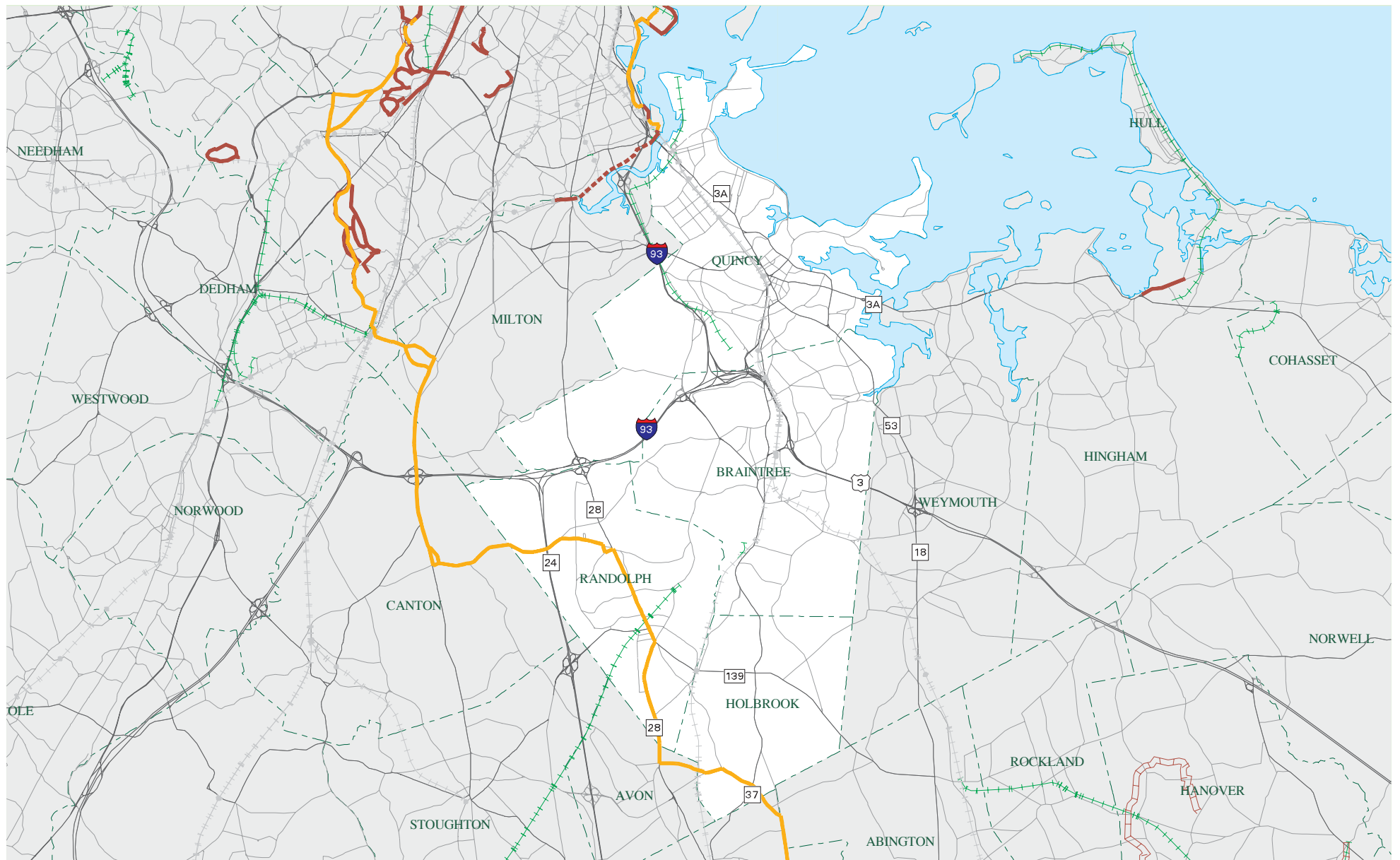
Congestion Management System

CTPS

- — Major highway, arterial, or intersection
- Bridge
- ◆ ---- Transit/regional mobility
- ▲ — Bicycle/pedestrian or other enhancement

Projects in 2004–2008 TIP

TRIC Subregion



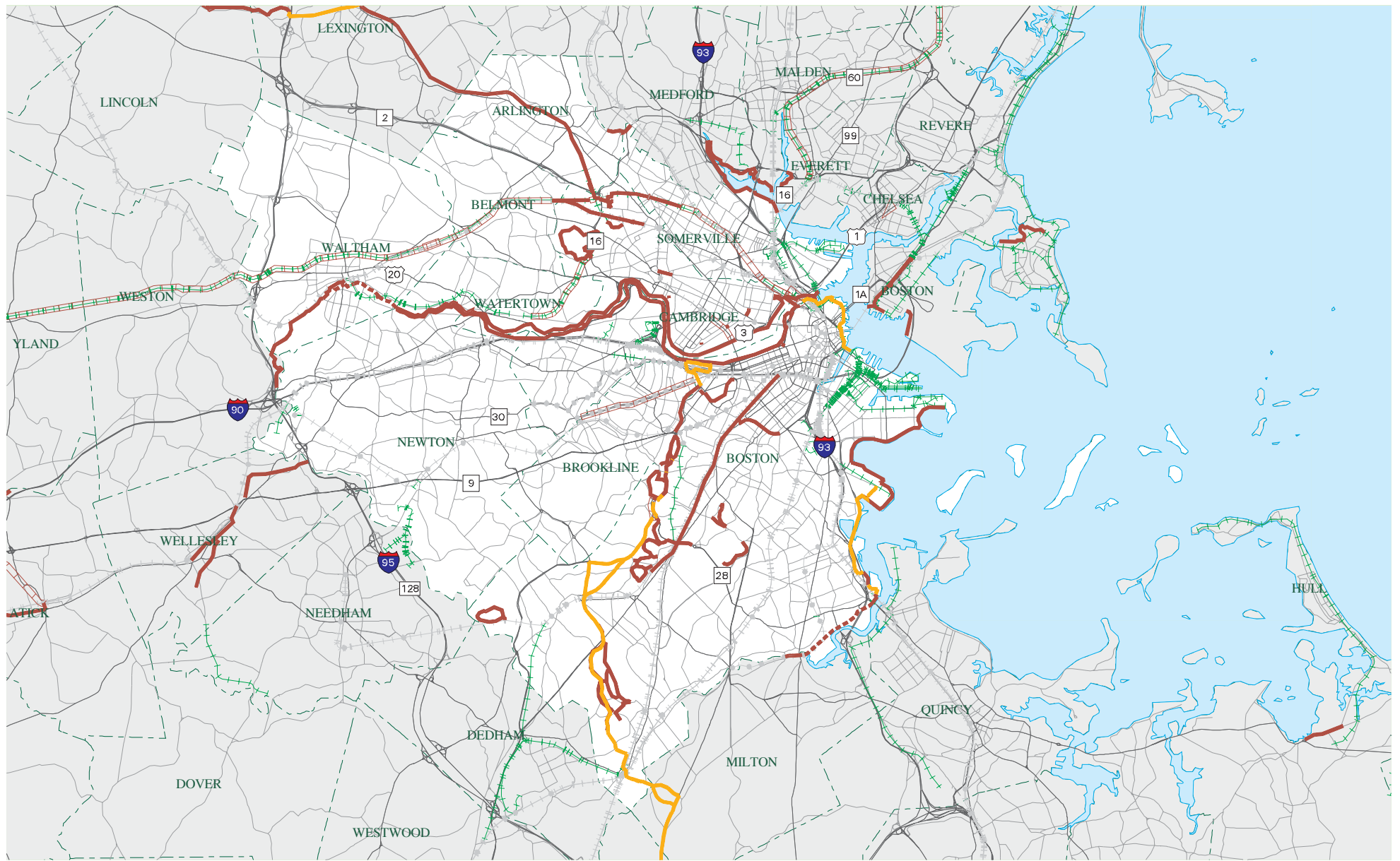
BOSTON MPO

Congestion Management System

CTPS

- | | |
|---|--|
| — Trail constructed | — On-road completed |
| - - - Trail under construction | - - - On-road under construction |
| □ Trail planned or studied | □ On-road planned or studied |
| | + + + Inactive rail |

Bicycle Facilities
Inner Core: Lower



BOSTON MPO

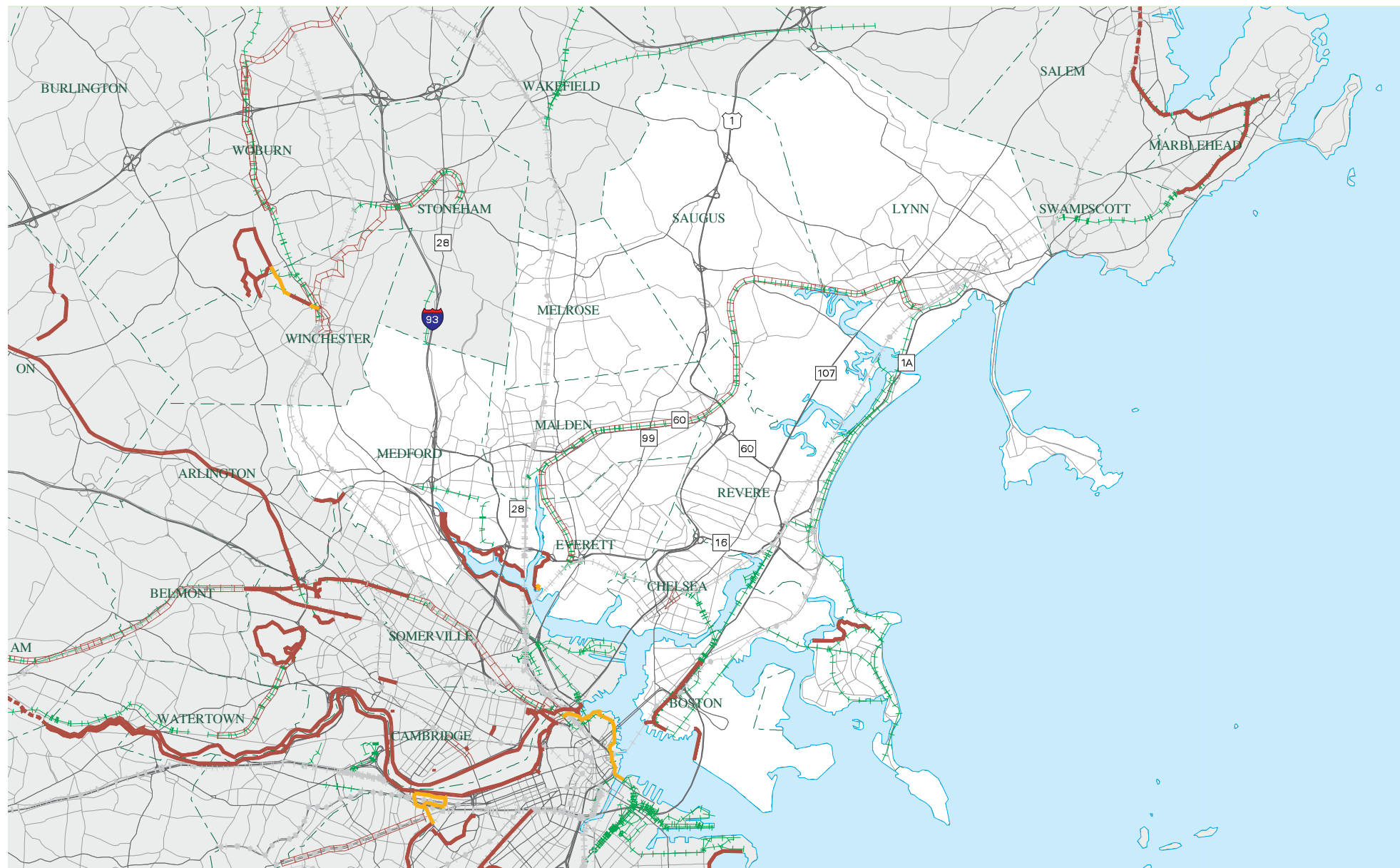
Congestion Management System

CTPS

- | | |
|---|--|
| — Trail constructed | — On-road completed |
| - - - Trail under construction | - - - On-road under construction |
| □ Trail planned or studied | □ On-road planned or studied |
| | + + + Inactive rail |

Bicycle Facilities

Inner Core: Middle



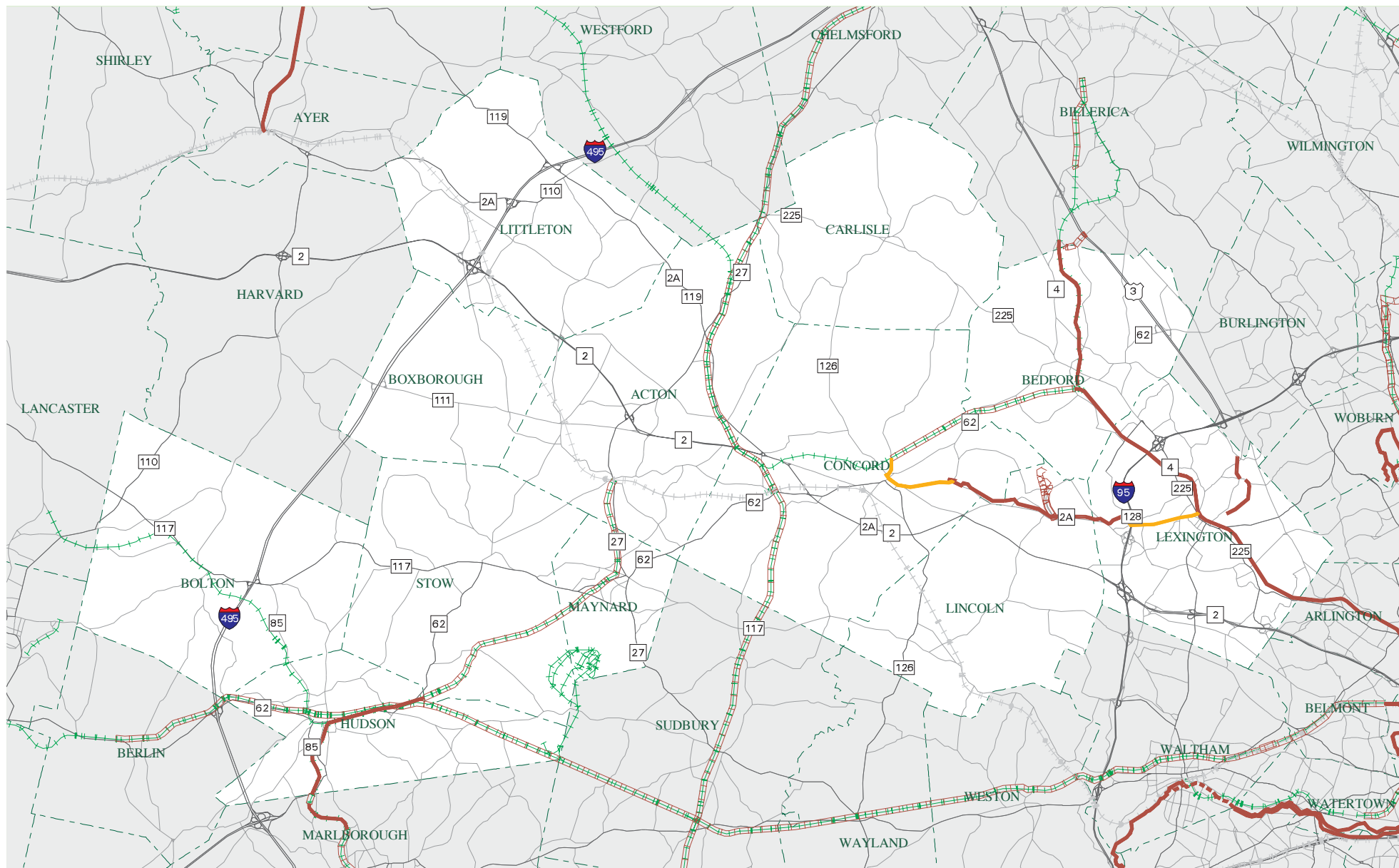
BOSTON MPO

Congestion Management System

CTPS

- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | | | Inactive rail |

Bicycle Facilities
Inner Core: Upper



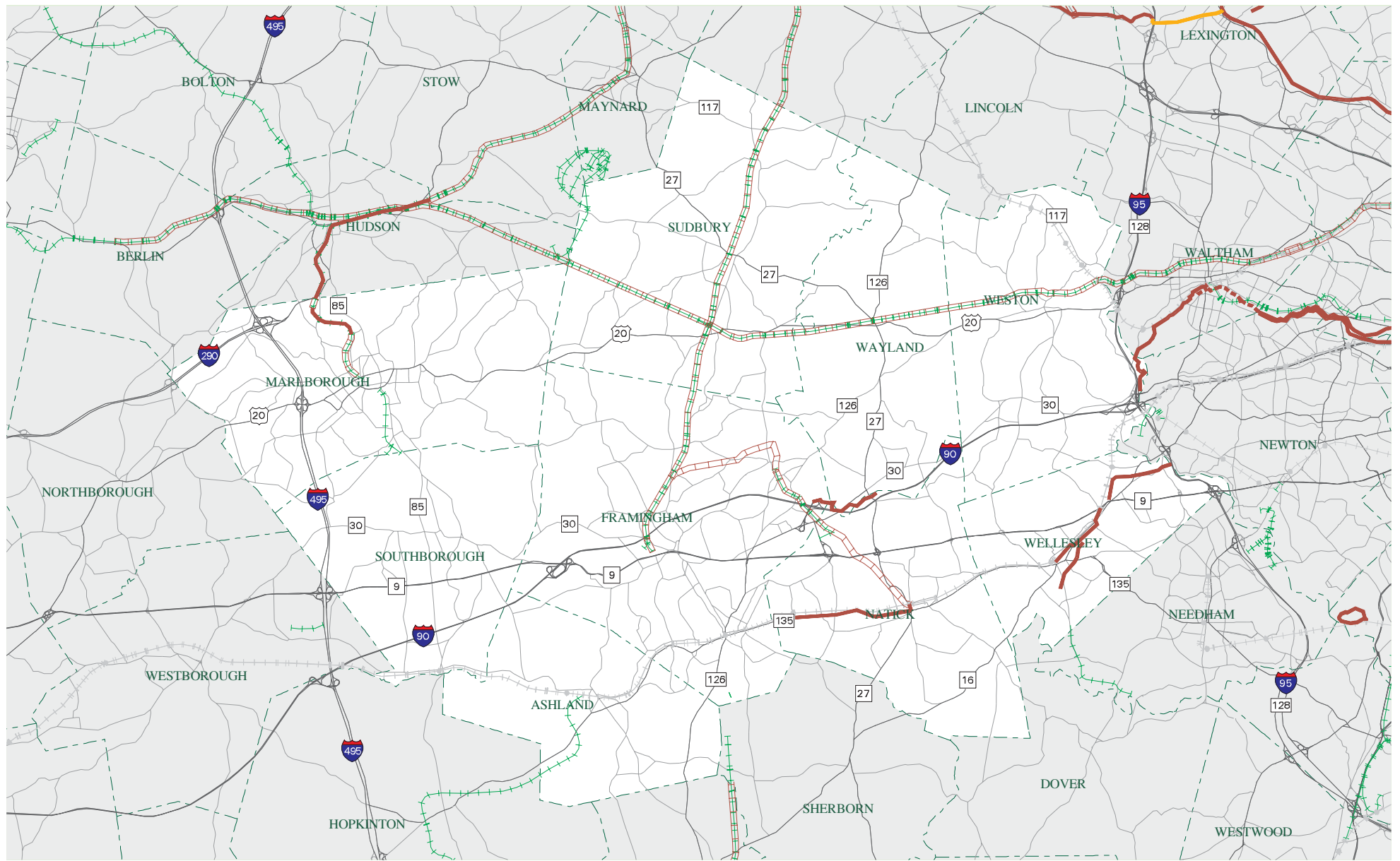
BOSTON MPO

Congestion Management System

CTPS

- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | | | Inactive rail |

Bicycle Facilities
MAGIC Subregion



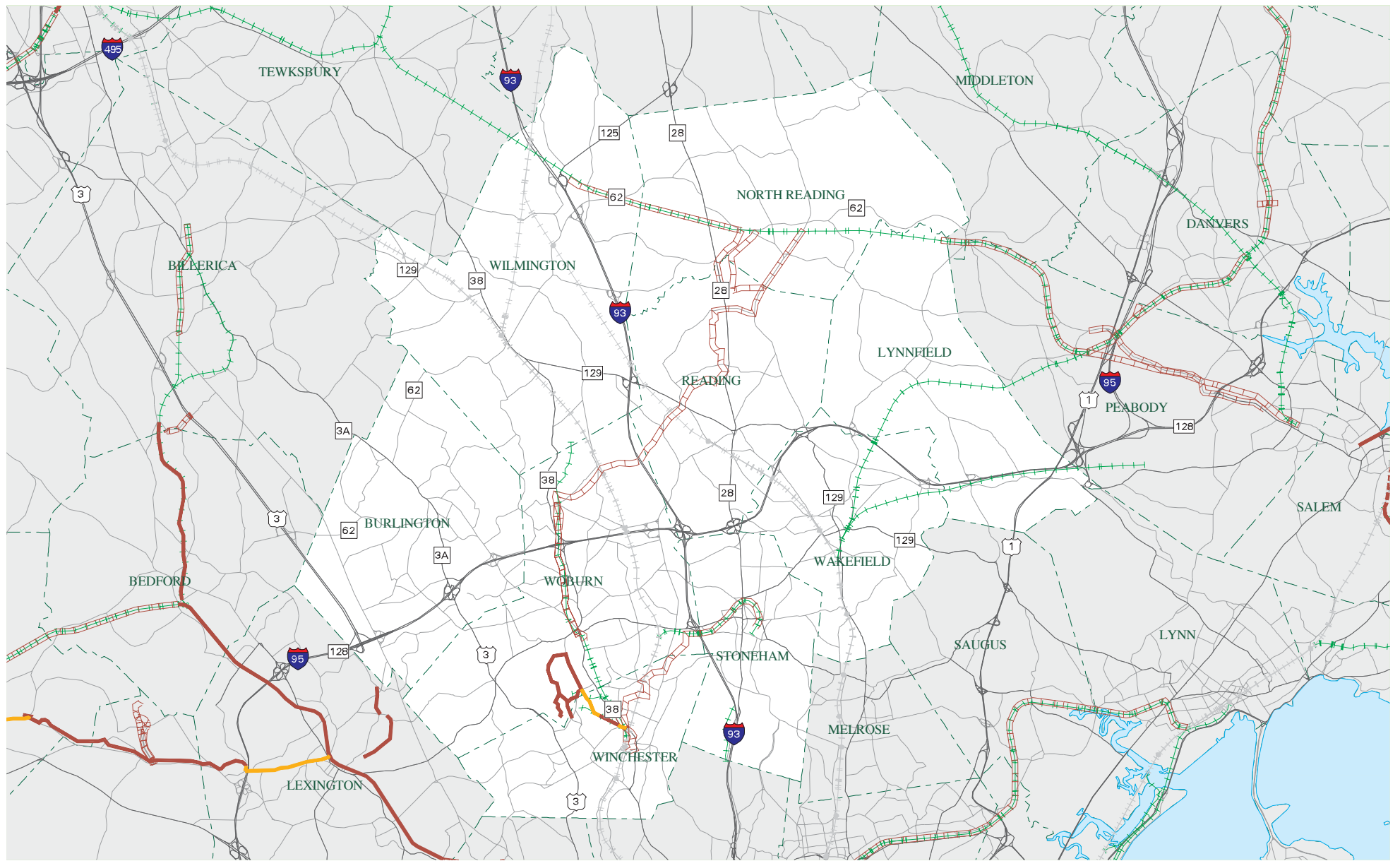
BOSTON MPO

Congestion Management System

CTPS

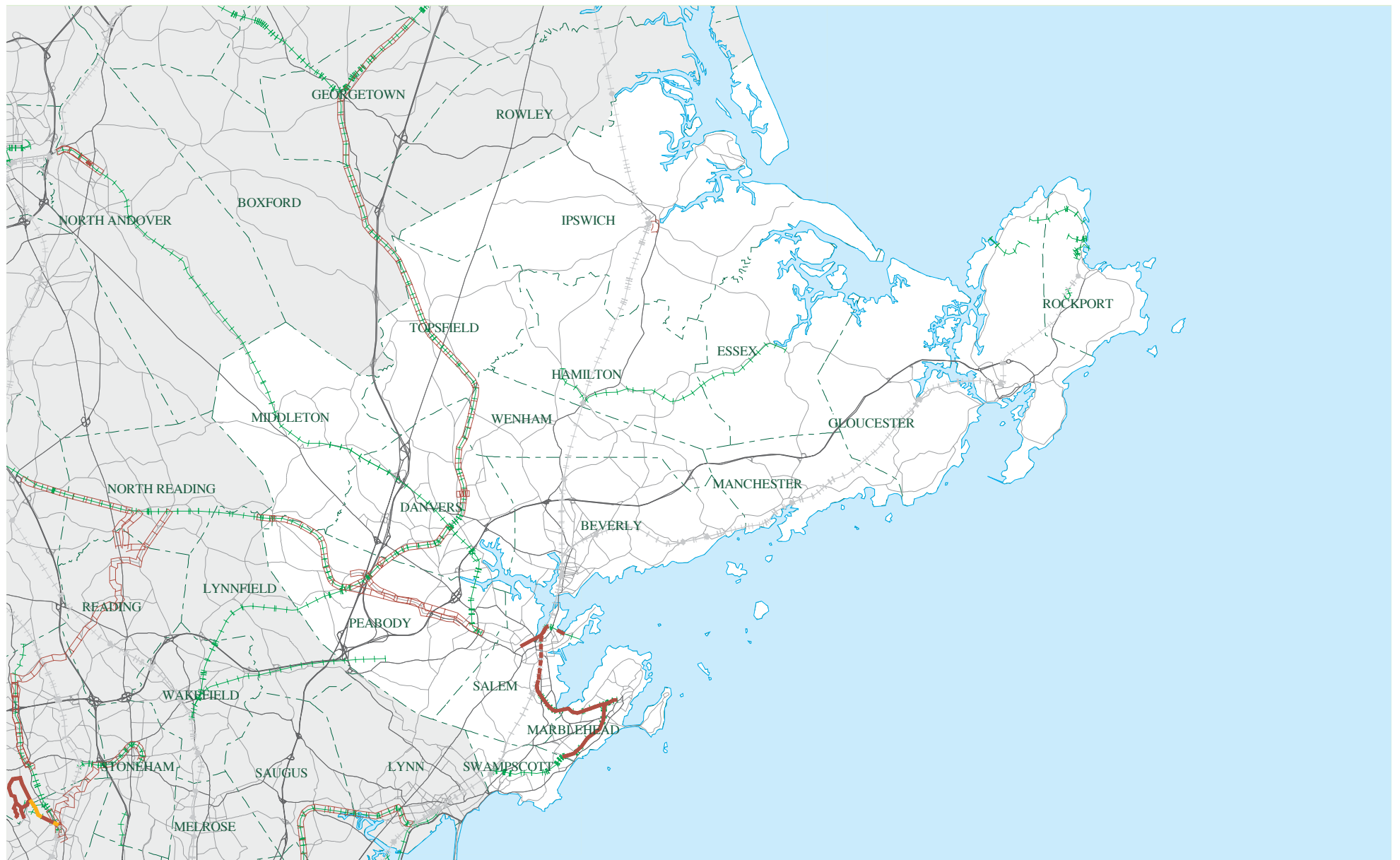
- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | Inactive rail | | |

Bicycle Facilities MetroWest Subregion



- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | | | Inactive rail |

Bicycle Facilities
NSPC Subregion



BOSTON MPO

Congestion Management System

CTPS

- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | | | Inactive rail |

Bicycle Facilities

NSTF Subregion



BOSTON MPO

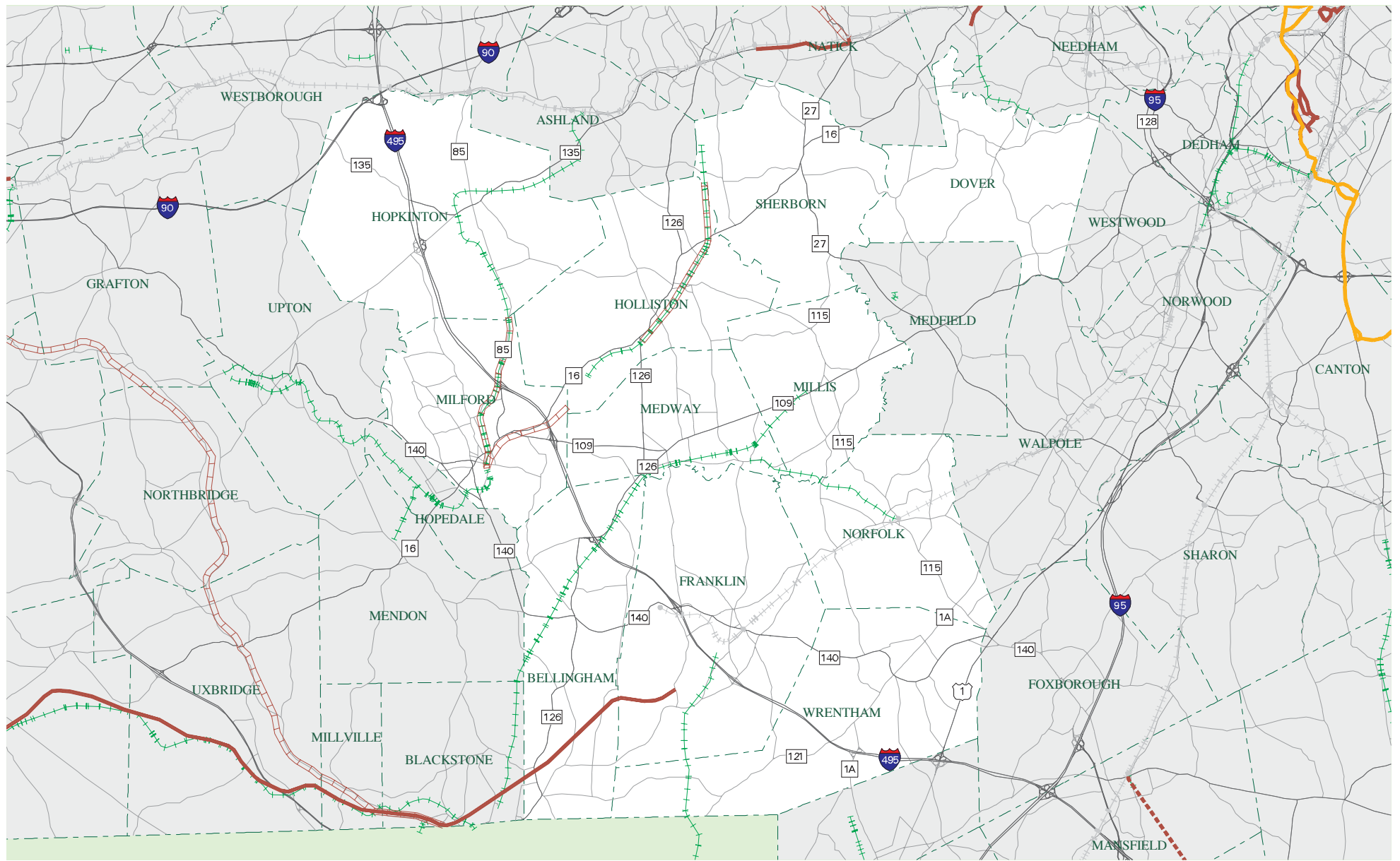
Congestion Management System

CTPS

- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | | | Inactive rail |

Bicycle Facilities

SSC Subregion



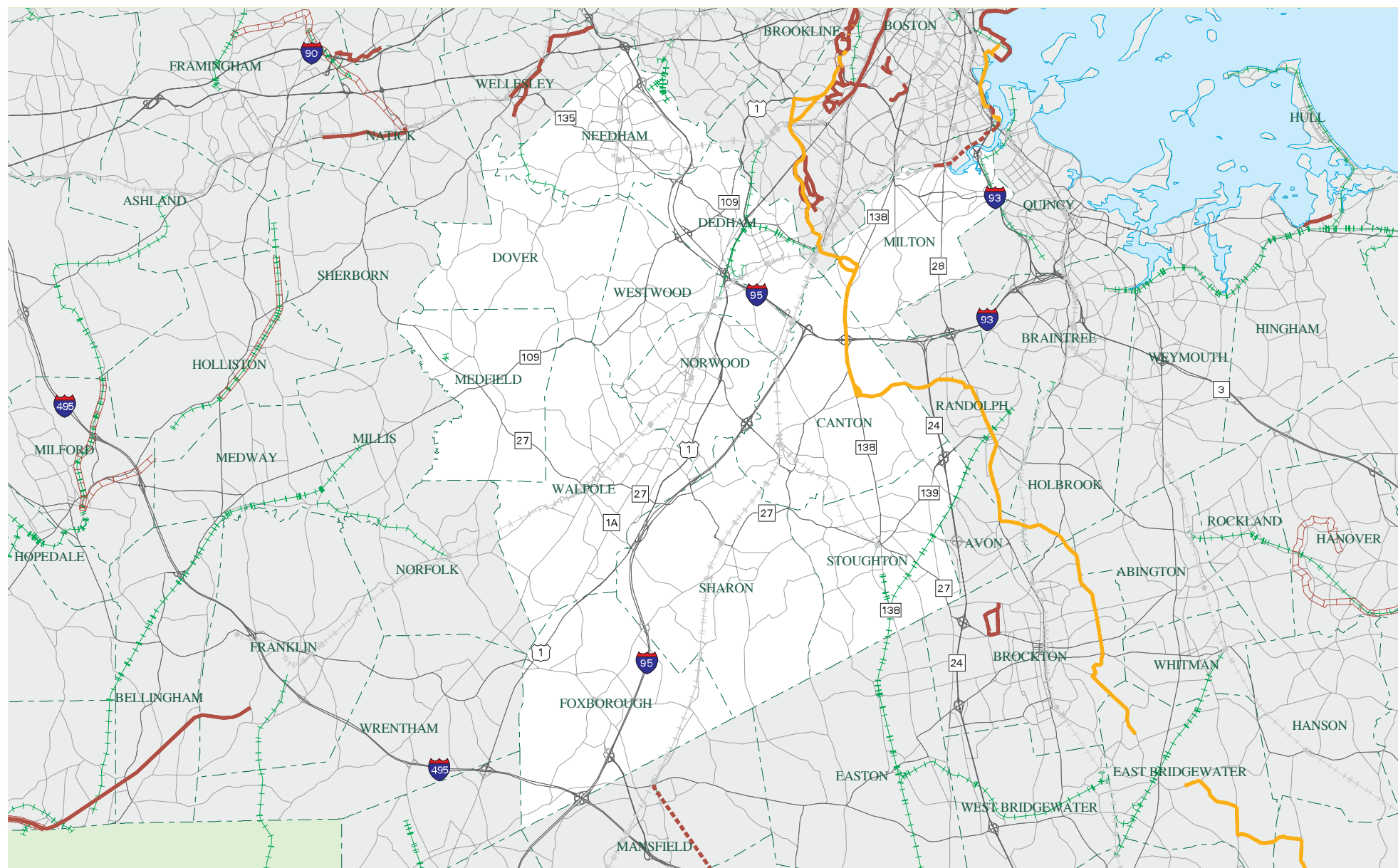
BOSTON MPO

Congestion Management System

CTPS

- | | | | |
|--|--------------------------|--|----------------------------|
| | Trail constructed | | On-road completed |
| | Trail under construction | | On-road under construction |
| | Trail planned or studied | | On-road planned or studied |
| | Inactive rail | | |

Bicycle Facilities SWAP Subregion

**BOSTON MPO**

Congestion Management System

CTPS

- | | | | |
|---|--------------------------|---|----------------------------|
|  | Trail constructed |  | On-road completed |
|  | Trail under construction |  | On-road under construction |
|  | Trail planned or studied |  | On-road planned or studied |
| | |  | Inactive rail |

Bicycle Facilities

TRIC Subregion

Appendix C

Corridor Studies: Summary of Project Recommendations and Implementation Status

Table C.1 is a summary of the recommendations (and their implementation status) that were analyzed in corridor and subarea studies. (The table only includes studies completed since 1990.) These are studies conducted by CTPS for the Boston Region MPO or its member agencies. They are listed here for reference and for MPO members to consider those recommendations that still need to be implemented.

The table shows that many corridor and subarea study recommendations have been or are being implemented in the region's transportation system. Fifteen of the 25 studies shown in the table contain recommendations that have moved to implementation. These range from relatively minor, congestion-reducing improvements at signalized intersections to large, regionally-significant projects that are now contained in the Regional Transportation Plan. In some cases, it cannot be said that an action is going to be taken solely on the basis of the study's recommendations. Those recommendations may have been one of several factors that led to a project being realized or may have guided the decision on what particular form the project would take. In other cases, it is clear that the study's recommendations, in and of themselves, led directly to a project being programmed or built.

Six of the 25 corridor and subarea studies listed in the table contained recommendations that led to further study, such as that associated with an environmental process. There are only three cases in which none of the recommendations of a corridor or subarea study have been implemented. In one case, the *Route 9 Corridor Study* in Wellesley, that was because the community chose not to implement the recommendations. The other two studies were conducted in 2003, so there has not been sufficient time for any of their recommendations to be implemented.

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 1A Corridor Planning Study	1990	East Boston, Revere, Everett, Malden, Chelsea	Several roadway improvements, including the grade-separation of Boardman St.	MassHighway has produced conceptual grade-separation design alternatives for Boardman St.
Mystic Avenue/ Route 28/I-93 Interchange Improvement Study	1994	Somerville	Developed build year and design year traffic forecasts for alternatives analysis and determined the impact of the preferred alternative on the existing highway system.	Rizzo Associates, hired by the City, developed additional redesign schemes for the interchange as part of the Assembly Square Transportation Study. Currently listed as one of the regionally significant highway projects in the 2004-2025 Plan and is scheduled for construction in 2016-2025.
Route 2 Long Range Corridor Planning Study	1995	Lincoln, Concord, Acton	1. Grade-separate Crosby's Corner. 2. Grade-separate the Concord Rotary.	Relevant final EIR and 25% design is complete. Environmental process has begun.
Route 3 and 3A Corridor Study in Burlington, Woburn, and Winchester	1995	Burlington, Woburn, Winchester	Intersection improvements at 3 locations: 1. Cambridge Street at Terry Avenue and Winn Street <i>Timing and geometric changes</i> 2. Cambridge Street at Burlington Mall Road/Route 128 and I-95 southbound off-ramp <i>Install a continuous protected right-turn lane with an acceleration lane on southbound Cambridge Street</i> 3. Cambridge Street at Bedford Street <i>Widen to six lanes</i>	2005-2009 TIP Universe of Projects 2005-2009 TIP Universe of Projects
Route 1 South Corridor Planning Study	1996	Dedham, Norwood, Westwood, West Roxbury)	1. Providence Highway at Rt. 109 (Spring St., Boston): <i>A Single Point Urban Interchange to replace current intersection. Highway traffic to go under intersection.</i> <i>Widen the Rt. 109 bridge over Charles River from 2 lanes to 2 WB and 3 EB lanes.</i> <i>Improve the Rt. 109/Needham St./Riverside Dr intersection, 500 ft to the west.</i>	Since the bridge construction (see #2) was recently completed, this recommendation will likely not be implemented. Bridge was upgraded in recent years to include 1 WB lane, and 2 EB lanes. Not yet implemented.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 1 South Corridor Planning Study (cont'd.)			2. Providence Highway at the signalized U-turn (near the Dedham/Boston line) <i>Remove the ramps which bypass the signal; direct all traffic through the signal</i>	Not yet implemented.
			3. Providence Highway at the Washington St. rotary (Dedham) <i>Signal timing optimization</i> <i>Minor geometric and signage improvements</i>	Not yet implemented. Not yet implemented.
			4. Providence Highway at Eastern Ave. (Dedham): <i>Add a second general purpose lane on the Eastern Ave. WB approach</i>	Implemented.
			5. Providence Highway at Wigwam Rd. (Dedham): <i>Install a traffic signal, allowing all turns</i>	Implemented as part of the CostCo Wholesale development.
			6. Providence Highway at Elm St. (Dedham): <i>Widen intersection and add general purpose lanes and exclusive turning lanes</i>	Partly implemented.
			7. Providence Highway at Everett St. (Norwood): <i>A Single Point Urban Interchange (SPUI) to replace current intersection. Highway traffic to go under intersection.</i>	Will probably not be funded.
			8. Providence Highway at Dean St. (Norwood): <i>Signal timing optimization</i>	Not yet implemented.
			9. East of Providence Highway, between Elm St. and Eastern Ave. (Dedham): <i>Implement a service road system</i>	Parts of the system were built as part of the Costco development
			10. Providence Highway, between Rt. 109 and Dean St. <i>Consolidation and upgrading of curb cuts</i> <i>Improve pedestrian access along and across Providence Highway</i>	Done as needed. It is unknown whether this has been done on a systematic basis.
			11. The Providence Highway corridor: <i>Implement a shuttle bus system between nearby commuter rail stations and major office and retail centers on Providence Highway</i>	RailLink (check www.masscommute.com web site)
Route 20 Transportation Planning Study	1998	Boston, Watertown, and Waltham	1. Retime and coordinate traffic signals, update signal controller equipment, and make geometric improvements.	This recommendation has largely been implemented in Waltham, Watertown, and Boston.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 20 Transportation Planning Study (cont'd.)			2. Update signage and make safety improvements along Route 20 for motorist accommodation of bicycle traffic and to facilitate crossing by pedestrians and bicyclists. 3. Improve frequency and schedule adherence for bus Routes 57, 64, 66, and 70/70A and install bicycle storage facilities at terminals and park-and-ride lots. 4. Install signal priority system for Green Line B Branch trolleys.	Traffic signal installed and lane reconfigured at the intersection of Route 20 and Lyman St. The majority of traffic signal indication changes, lane configuration changes, and signage improvements have been implemented in Waltham, Watertown, and Boston. This recommendation has been implemented. Bike lanes have been constructed on both sides of North Beacon St. in Watertown. Bike signs have also been installed throughout the corridor. The MBTA, through its Service Plan and Delivery Policy, has improved the frequency for bus Routes 57, 64, 66, and 70/70A, as recommended. No decision has been made.
University Ave./I-95/I-93 Regional Traffic Study	1999	Canton, Dedham, Norwood, Westwood	1. Dedham St. bridge over I-95 (Canton): <i>Construct a slip ramp from Dedham St. to I-95 SB</i> 2. I-95/I-93 interchange (Canton): <i>Widen/upgrade/realign all four ramps</i> <i>New ramp from Univ. Ave. to I-93 NB via new Green lodge St. bridge</i> 3. Other (Canton, Dedham, Norwood, Westwood): <i>Close existing Blue Hill Dr to Rt. 128 SB on-ramp</i> <i>Discontinue Greenlodge St. west of Elm St.</i> <i>Realign Rt. 128 SB to Blue Hill Dr off-ramp</i> <i>Grade-separate Rt. 1 at Everett St.</i> <i>Add new off-ramp from I-95 NB to Dedham St., widen Dedham St. bridge and channelize, add signal if necessary</i>	Implemented. Environmental process has begun. Environmental process has begun. To be implemented after new ramp in #2 above. Under consideration. Not yet implemented. Will probably not be funded. Environmental process has begun.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Lynnfield Square Traffic Operations Study	1999	Lynnfield	1. Make safety improvements to the I-95 off-ramp at Lynnfield Square to reduce the potential for “roll-over” accidents.	Installed chevrons and sign.
			2. Make geometric improvements to the northern U-turn lane to better accommodate heavy vehicles and to the nose of the southern channelizing island that separates the U-turn lane from the center of the intersection.	Implemented geometric improvements and redesigned traffic signal phases.
			3. Finalize and implement the conceptual improvement plan for the I-95/Route 1 interchange.	Not yet completed.
			4. Investigate feasible design concepts for restoring the eastbound portion of the old roadway at Goodwin circle.	Not yet implemented.
The Lower North Shore Transportation Improvement Study	2000	Chelsea, Everett, East Boston, Malden, and Revere	1. Various short-range alternatives 2. Improvements to Route 1/Route 16 Interchange 3. New Route 1A and Route 16 Connector 4. Improvements to Route 1 north of Copeland Circle 5. Route 1A/Chelsea Bridge Connection 6. Brown Circle signalization 7. Route 60, Brown Circle to Copeland Circle signal coord.	Two congested intersections have been improved. Recommendations 2, 3, 4, and 5 are included in the 2004-2025 Regional Transportation Plan.
MetroWest Subregional Area Study	2000	MetroWest Subregion	1. Evaluate peak hour traffic operations and intersection design at Wellesley and Newton Streets in Weston. 2. Investigate the possibilities for improving operations along Route 126 through traffic signal coordination in Framingham. 3. Identify current problems and investigate current operations and modification options for the Route 9/Route 27 interchange in Natick. 4. Analyze TMA employer data for Framingham Technology Park and the Route 9–I-90 area.	All recommended items have been studied. In addition, a rehabilitation project on Route 126 from Hartford Street to Lincoln Street is in the 2005-2009 TIP Universe of Projects. The Route 9/27 interchange is presently under design.
Route 138 Corridor Planning Study	2001	Canton, Milton, Stoughton	1. Rt. 138 at Milton St. (Milton): <i>Add “Reduced Speed Ahead” signs</i>	Not yet implemented.
			2. Rt. 138 at Neponset Valley Parkway (Milton): <i>Add left-turn lane NB, add wider shoulders, sidewalks</i>	Not yet implemented.
			3. Rt. 138 at Brush Hill Rd. (Milton): <i>Widen Rt. 138, add wider shoulders, sidewalks</i>	Not yet implemented.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 138 Corridor Planning Study (cont'd.)			<i>Add driveway from Montessori School to Brush Hill Rd.</i>	Not yet implemented.
			<i>Add pedestrian phase and crosswalks at signal</i>	Not yet implemented.
			4. Near Trailside Museum/Blue Hills ski area Milton): <i>Add pedestrian signal and/or enhance crosswalks</i>	Not yet implemented.
			<i>Enhance shoulders, improve signage for Boston-Cape Cod Bikeway</i>	Not yet implemented.
			<i>Add signs prohibiting left turns from Green St. during peak hours</i>	Not yet implemented.
			5. Rt. 138 at Greenlodge St. (Canton): <i>Add signs prohibiting left turn from Greenlodge St. during peak hours</i>	2005-2009 TIP Universe of Projects
			6. Between Washington St. and Randolph St. (Canton): <i>Add sidewalk on west side of Rt. 138</i>	2005-2009 TIP Universe of Projects
			7. North of Randolph St. (Canton): <i>Install an LED signal warning sign southbound</i>	2005-2009 TIP Universe of Projects
			8. Between Pequot Park and Merkert, Inc. (Canton): <i>Add wider shoulders, sidewalks, consolidate driveways</i>	2005-2009 TIP Universe of Projects
			9. At Baker and Merkert, Inc. driveways (Canton): <i>Improve police detail egress traffic management</i> <i>Create right-in/right-out driveways, add new access points via potential service roads</i>	Improvement noted. Implemented as necessary.
			10. Numerous Rt. 138 driveways (Canton): <i>Improve geometric/visual aspects of many driveways</i>	2005-2009 TIP Universe of Projects
			11. Between Dan Rd. and the Stoughton line (Canton): <i>Consider adding wider shoulders and sidewalks</i> <i>Consider adding service roads</i>	Not yet implemented. Not yet implemented.
			12. Rt. 138 at Stagecoach Rd. (Canton): <i>A left-turn lane is proposed on Stagecoach Rd. as mitigation for a possible condominium complex</i>	Under construction.
			13. Rt. 138 in the Ponkapoag area (Canton): <i>Add speed limit signs, enforce speed limits</i>	Implemented.
			14. Rt. 138 corridor (Canton): <i>Improve public transportation</i>	Not yet implemented.
			15. Rt. 138 corridor, but especially between Washington St. and Randolph St. (Canton): <i>Improve lighting</i>	Not yet implemented.
			16. Rt. 138 corridor (Canton): <i>Enhance existing sidewalks where needed, build new sidewalks in certain locations, improve painted breakdown lane/bicycle shoulder</i>	Not yet implemented

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 138 Corridor Planning Study (cont'd.)			17. Rt. 138 at York St. (Stoughton): <i>Add new signal, turning lanes, painted shoulders, LED signal warning sign</i> 18. Rt. 138 at Albert's Restaurant (Stoughton): <i>Close one of four driveways, or change to right-in only</i> 19. Rt. 138 at Central St. (Stoughton): <i>Construct raised medians on three approaches</i> <i>Implement a service road behind three businesses</i> 20. Numerous Rt. 138 driveways (Stoughton): <i>Improve geometric/visual aspects of many driveways</i> 21. Rt. 138 at Blockbuster/Applebee's (Stoughton): <i>Add sidewalk, left-turn lane NB, enhance shoulders</i> 22. Rt. 138 at Lincoln St. (Stoughton): <i>Create left-/right-turn lanes on Lincoln St. WB</i> <i>Enhance crosswalks</i> 23. Rt. 138 at School St. (Stoughton): <i>Add new signal, travel lanes, enhance crosswalks</i> 24. Routes 138, 139, and 27 at Stoughton Square: <i>Enhance all crosswalks</i> <i>Prohibit PM left turns from Wyman St.</i> <i>Consider redesignating Rts 27 and 139 away from Stoughton square, including truck restrictions, traffic calming</i> 25. Rt. 138 at Plain St. (Stoughton): <i>Add new signal, turning lanes</i> <i>Enhance crosswalks, painted shoulders</i>	Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented.
MBTA Bus Route 66 Arterial Improvement Study	2001	Boston, Brookline, Cambridge; the MBTA	1. Bus service improvements: <i>Bus operations</i> <i>Adaptive signal control for transit</i> <i>Bus stop consolidation/relocation</i> 2. Roadway improvements: <i>Intersection/roadway striping/redesign</i> <i>Traffic signal timing</i> <i>Parking regulations and parking supply</i> <i>Improved signs</i>	Bus service improvements were implemented by the MBTA. Changes were made to weekday and weekend services (summer 2001), and a schedule adherence-related midpoint time-check was done (fall 2000). Both Boston and Brookline have planned improvements on major cross-streets of this route, namely Huntington Avenue and Beacon Street. Brookline has implemented a couple of improvements along this corridor,

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
				including the installation of a closed-loop system along Washington St and a bus stop relocation. Brookline does not support losing parking along this corridor.
Route 9 Corridor Study in Wellesley	2001	Wellesley	Recommended intersection and safety improvements at eight locations on Route 9 in Wellesley.	Town chose not to implement recommendations.
Signalized Intersections Study, NSPC	2001	NSPC Subregion	Intersection improvements recommended for five locations: 1. Main St. at Lowell St., Wakefield 2. Woburn St. at Eames St., Wilmington 3. Cross St. at Holton St., Winchester 4. Main St. at Cross St., Woburn 5. Washington St. at Salem St., Woburn	Improvements at location #5 have been implemented.
Signalized Intersections Study, MAGIC	2001	MAGIC Subregion	Intersection improvements recommended for five locations. 1. Route 4/62/225 at South Rd., Bedford 2. Route 117 at Wattaquaddock Hill Rd., Bolton 3. Route 62 at Forest Ave., Hudson 4. Route 4/225 at Waltham St., Lexington 5. Route 117 at Route 126, Lincoln	Improvements at location #4 have been implemented.
Signalized Intersections Study, SWAP	2001	SWAP Subregion	Intersection improvements recommended for three locations. 1. Centre St. at Walpole St., Dover 2. Centre at Dedham St., Dover 3. Route 1A at Route 140, Wrentham	Locations 1 and 2 were implemented as part of the Chickering Elementary School expansion.
Signalized Intersections Study, MetroWest	2001	MetroWest Subregion	Intersection improvements recommended for four locations. 1. Bolton St. at Hudson St., Marlborough 2. Bolton St. at Union St., Marlborough 3. Route 30 at Wellesley St., Weston 4. Route 27 at Old Connecticut Path, Wayland	Locations 1, 2, and 3 are in 2005-2009 TIP Universe of Projects
Traffic Congestion in SWAP Subregion	2002	SWAP Subregion	1. Retiming and coordination of traffic signals on Route 16 in Milford Town Center.	Currently being implemented. The town is involved in traffic signal upgrading, retiming, and coordination on Route 16.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
			2. Traffic improvements involving signal retiming, signal installation, and geometric improvements at intersections on Route 16 and Route 27 in Sherborn town center.	Recommendations will be implemented as soon as the town completes negotiations with MassHighway over right-of-way, design and other implementation issues.
Congested Intersection Study, TRIC	2002	TRIC Subregion	Intersection improvements recommended for four locations. 1. Neponset St. at Access/Ridge Rd., Norwood 2. High St. (Rt. 109) at Pond St., Westwood 3. High St. (Rt. 27) at South St., Medfield 4. Blue Hills Parkway at Canton Av., Milton	Under design. Not yet implemented. Being implemented. Under consideration.
Route 9 Corridor in Brookline and Newton	2002	Brookline and Newton	1. Evaluate the merits of creating a pedestrian connection between the Mall at Chestnut Hill and the Atrium Mall. 2. MassHighway should evaluate the phasing and timing of the signal at Langley Rd. for changes if warranted. 3. Fully actuate the Langley Rd. Intersection. 4. The State Police, the City of Newton and the Atrium Mall management should discuss alternative circulation and traffic management patterns. 5. Implement pedestrian access improvements recommended in the 1998 Route 9 Study. 6. Observe and evaluate the sensitivity of the loop detector at the Woodcliff Rd. approach as recommended in the 1998 Route 9 Study. 7. Install a chain-link fence in the median in the vicinity of Hartford St. to discourage illegal pedestrian crossings on Route 9. 8. Conduct a formal evaluation to determine if pedestrian and signal timings at Elliott and Woodward St. should be changed and if additional pedestrian actuation and audible signals are warranted.	Not yet implemented. Implemented timing changes. Equipment has been acquired but field problems have prevented installation. Not yet implemented. Not yet implemented. Implemented. The sensitivity of the loop detector was changed. Implemented. The evaluation was done. It is likely that changes will have to await implementation of geometric improvements so as not to degrade traffic conditions further.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 9 Corridor in Brookline and Newton (cont'd.)			9. Install traffic signals under the Route 9 underpass at Centre St. 10. Align the Woodward and Elliott St. approaches to Route 9, widen the Woodward Street approach, and stripe a third lane along Route 9 eastbound to the east. 11. Install two coordinated traffic signals at the northern and southern U-turn points on Hammond Pond Parkway. 12. Install two synchronized traffic signals to control turning traffic at the intersections of Parker St. with the Route 9 ramps. Widen the bridge to provide storage for turning traffic as appropriate.	Not yet implemented. Not yet implemented. Not yet implemented. Not yet implemented.
Signalized (and Unsignalized) Intersections Study, NSTF	2003	NSTF Subregion	Intersection improvements recommended for five locations. 1. Forest St. at Maple St. (Rt. 62), Danvers 2. Endicott St. at Water St., Danvers 3. Russell St. at Lowell St., Peabody 4. Granite, Lynnfield, and Washington Sts. At Lynn Street, Peabody 5. Walnut Rd. and Dodges Row at Larch row, Wenham	Under consideration. Considering signal retiming, lane reassignment. Under consideration. Under consideration. Already implemented.
Route 2 Improvements from Route 111 in Acton to Baker Ave. in Concord: A Feasibility Study	2003	Acton, Concord	Three preferred grade-separation design alternatives for Concord Rotary	Environmental process has begun.
Route 109 Corridor Planning Study	2003	Dedham, Westwood, Walpole, Dover, Medfield, Millis Medway, Milford	1. Signalize the Route 109/Nahatan St./Pond St. intersections in Westwood. 2. Signalize the Route 109 North St. intersection in Westwood if additional counts show that the eight-hour warrant is met. 3. At a minimum, upgrade signal equipment at the Route 109/Highland St./Franklin St. intersection in Medway	Not yet implemented. Not yet implemented. Not yet implemented.

Table updated October 2004

Table C.1 CTPS Corridor and Subarea Studies: Recommendations and Implementation Status

Study Title	Year Completed	Study Limits (Communities)	Recommendations	Implementation Status
Route 109 Corridor Planning Study (<i>cont'd.</i>)			4. Individual communities or a group of communities should determine if there is interest in or potential funding for local bus service.	Not yet implemented.
			5. Any corridor community interested in establishing a local park-and-ride lot should make arrangements with an existing entity to share existing parking spaces to test demand without incurring major infrastructure expenses.	Not yet implemented.
			6. Re-stripe crosswalks as needed.	Addressed as part of routine maintenance.
Feasibility Analysis of Safety and Operational Improvements at 11 Route 128 Interchanges	2003	Beverly, Wenham, Manchester-by-the-Sea, and Gloucester	1. Short-range improvements (3-5 years in most cases) at Exits 10-18.	Not yet implemented.
			2. Long-range improvements (possibly more than five years to complete, involve major reconstruction of the interchange, and require some right-of-way acquisition.	Not yet implemented.